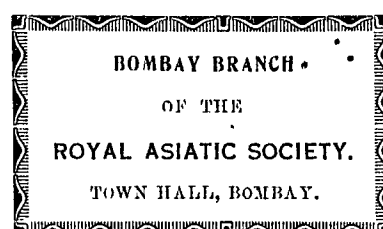


Administration Report
on the
Railways in India
for
1890-91 to 1892-93
(Part I only)



00134491



Digitized with financial assistance from

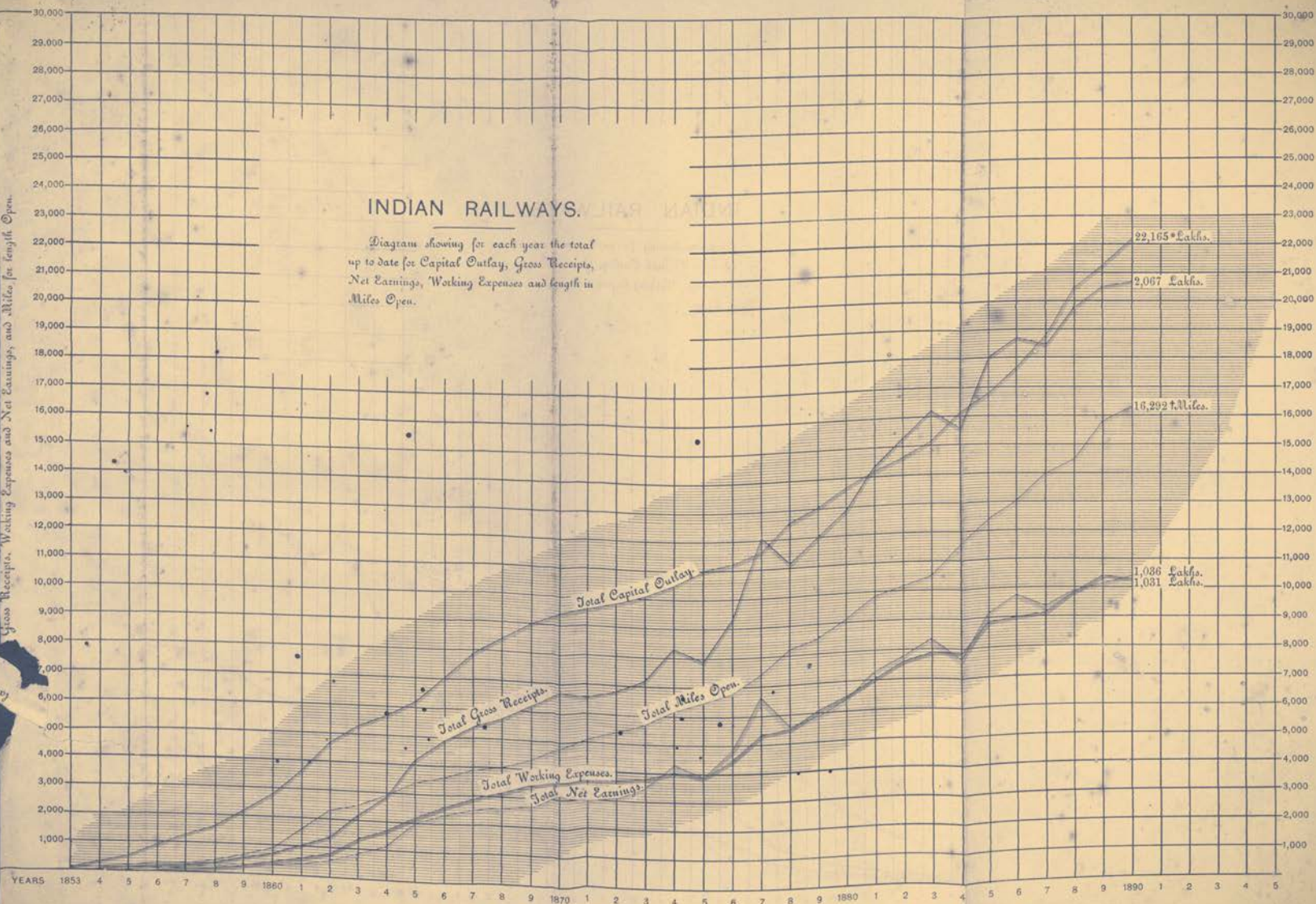
Government of Maharashtra

on 01 February, 2020

Gross Receipts, Working Expenses and Net Earnings, and Miles for Length Open.

INDIAN RAILWAYS.

Diagram showing for each year the total
up to date for Capital Outlay, Gross Receipts,
Net Earnings, Working Expenses and length in
Miles Open.



	Lakhs.
* Total Capital outlay on open lines to the 31st December 1890; vide details on pages 92-93	22,165
Expenditure on unfinished sections, including Frontier railway reserve material and stores, but excluding expenditure on collieries, surveys of lines not yet begun, and interest on capital during construction of the Bengal and North-Western railway	793
Depreciation allowed on stores and works when first the Southern Mahratta railway was transferred to the Company	5
Total	22,165

* Excludes 112 miles either temporarily closed or constructed but not opened, vide page 92.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1890-91

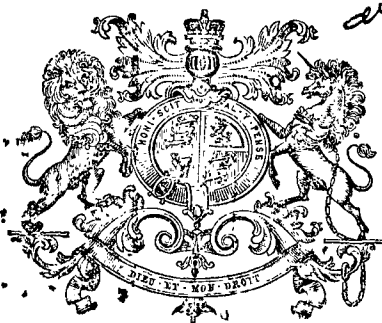
BY

LIEUTENANT-COLONEL R. A. SARGEAUNT, R.E.,

OFFICIATING DIRECTOR GENERAL OF RAILWAYS.

PART I.

00134491



134491

26
56
4

Submitted to the Government of India on the 29th of May 1891.

SIMLA:

PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.

1891.

SIMLA :

PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.

CONTENTS.

	Page.	Paragraph.
CHAPTER I.		
GENERAL		
Classification	1	2—3
Open mileage	2	4—5
Extensions of line sanctioned	2	6—7
Works completed and in progress	3	8
Principal events	3	9
Capital cost of railways	3	10
Graphic diagram of mileage and financial results	3	11
Gross earnings	4	12
Passenger traffic	4	13
Goods traffic	4	14
Grain and seeds traffic	4	15
Wheat traffic	5	16
Approximate earnings during the 1st quarter of 1891	5	17
Working expenses	5	18
Net earnings	6	19
Financial results of railways	6	20
<i>Statements.</i>		
Results of working the East Indian railway	7	20
Results of working the State railways, commercial and military	8—10	20
Results of working the State lines leased to companies	11	20
Results of working the Guaranteed railways	12	20
CHAPTER II.		
WORKS IN PROGRESS.		
East Indian railway	13	1
Tirhoot State railway	13	2
Bengal and North-Western railway	14	3
Rohilkhand-Kumaun railway (Lucknow-Bareilly section)	14	4
Bengal-Nágpur railway	14	5
Indian Midland railway	14	6
Rajputana-Malwa State railway	15	7
Wardha Coal State railway	15	8
Southern Mahratta railway, including the Mysore section	15	9
Bezvada Extension railway	16	10
South Indian, including the Villupuram-Guntakal State railway	16	11
Godhra-Rutlam railway	17	12
Máyavaram-Mutupet railway	17	13
North Western railway	17	14
Oudh and Rohilkhand railway	18	15
Eastern Bengal State railway	18	16
Bengal Central railway	19	17
Nalháti State railway	19	18
Jorhát State railway	19	19

	Page.	Paragraph.
CHAPTER II— <i>concl'd.</i>		
WORKS IN PROGRESS— <i>concl'd.</i>		
Burma State railway, including the Toungoo-Mandalay extension	19	20
Sind-Pishin, Chaman extension	20	21
Miánwáli-Mári State railway	21	22
Hyderabad-Umarkot railway	21	23
East Coast railway	21	24
Mu Valley State railway	21	25
Great Indian Peninsula railway	22	26
Bombay, Baroda and Central India railway	22	27
Madras railway	22	28
Delhi-Umballa-Kalka railway	23	29
Rohilkhand-Kumaun railway (Company's section)	23	30
Darjeeling-Himalayan railway	23	31
Bhopal-Itársi railway	23	32
The Gaekwar's Dabhoi railway	23	33
The Gaekwar's Mehsána railway	23	34
The Gaekwar's Petlád railway	24	35
Kolhápúr railway	24	36
Jodhpore railway	24	37
Bhávñagar-Gondal-Junágarh-Porbandar railway	24	38
Morvi railway	24	39
Jodhpore-Bikanir railway	24	40
CHAPTER III.		
LINES UNDER SURVEY OR PROJECTED.		
East Indian railway	25	1
Surveys between Calcutta and Moghal Sarai	25	2
Bengal-Nágpur railway	27	3
Jubbulpore-Gondia railway survey	27	4
Rajputana-Malwa State railway	27	5
Palanpur-Deesa railway survey	27	6
Bezváda-Masulipatam railway survey	27	7
South Indian railway (Hindupur branch)	27	8
Madras-Gúdúr railway survey	27	9
Nellore-Guntúr railway survey	27	10
North Western railway	28	11
Hyderabad-Umarkot railway survey	28	12
Zhob Valley railway surveys	28	13
Bikanir Desert railway survey	29	14
Kashmir railway surveys	29	15
Frontier railway surveys	29	16
Lucknow-Jaunpur railway survey	30	17
Eastern Bengal State railway	30	18
Bengal Central railway	30	19

	Page.	Paragraph.
CHAPTER III— <i>concl'd.</i>		
LINES UNDER SURVEY OR PROJECTED— <i>concl'd.</i>		
East Coast railway survey	30	20
Toungoo-Mandalay railway	31	21
Mu Valley State railway	31	22
Broach-Jambusar railway survey	31	23
Nadiad-Kapadvanj railway survey	31	24
Ahmedabad-Prantij railway survey	31	25
Ahmedabad-Dholera railway survey	32	26
Bombay and South Coast railway survey	32	27
Tinnevelly-Quilon railway	32	28
Nilgiri railway	32	29
The Gaekwar's Vishvámitri-Padra railway survey	32	30
Jodhpore-Bikanir railway	32	31
CHAPTER IV.		
COLLIERIES.		
Kurhurbaree and Serampore collieries	33	1
Eastern Bengal State railway	33	2
Warora colliery	33	3
Mohpani colliery	34	4
Umaria colliery	35	5
Singareni colliery	35	6
Dandot colliery	36	7
Khost colliery	36	8
Khattan oil works	37	9
Petroleum in Assam	37	10
Daltonganj coal field	38	11
Eeb coal explorations	38	12
Quantity of coal produced in India for the last eleven years	38—39	13
CHAPTER V.		
STORES AND ROLLING STOCK.		
<i>Stores.</i>		
Expenditure in England	40	1
Expenditure in India	40	2
Cost of the establishments at ports	40	3
Ships employed	40	4
Losses of stores at sea	40	5
Value of imported stores	40	6
<i>Rolling stock.</i>		
Brakes	41	8
Couplings	41	9
Committee of Locomotive and Carriage Superintendents for India	41	10
Eucalyptus fluid as a disincrustator for boilers	41	11
<i>Statement.</i>		
Number and value of locomotives and vehicles, and rolling stock fitted with continuous and continuous automatic brakes	42—45	7

	Page.	Paragraph.
CHAPTER VI.		
CAPITAL.		
Total capital expenditure on Indian railways, including lines under construction and survey and collieries	46	1
<i>Statements.</i>		
Total capital raised by the Guaranteed companies	46—47	2
Total capital raised by State lines leased to companies	47	2
Debenture loans	48	3
Expenditure in England and India on Indian State railways	50—53	3
Capital authorized to be raised, the amount raised, and amount withdrawn by Guaranteed and Subsidized railways and State lines leased to companies	54	3
Amount received from and withdrawn by Guaranteed and Subsidized railways and State lines leased to companies	55	3
Withdrawals out of capital for expenditure by all the Guaranteed railway companies during each financial year from the commencement	56—57	3
Capital withdrawals by the Bengal Central, Southern Mahratta, Mysore, Bengal-Nágpur, Indian Midland, and Lucknow-Bareilly railways during each financial year from the commencement	58	3
Withdrawals of capital expenditure by the Rohilkhand-Kumaun Subsidized railway company during each financial year from the commencement	58	3
CHAPTER VII.		
TRAFFIC WORKING.		
East Indian railway	59	1
Patna-Gya State railway	60	2
Bengal and North-Western, including the Tirhoot State railway	60	3
Bareilly-Pilibhit State railway	61	4
Bengal-Nágpur railway	61	5
Indian Midland railway	61	6
Rajputana-Malwa State railway	62	7
Southern Mahratta railway, including the Mysore section	62	8
Bezvada Extension railway	63	9
Villupuram-Guntakal State railway	63	10
North Western, including the Amritsar-Pathankot and Jammu and Kashmir railways	63	11
Oudh and Rohilkhand railway	65	12
Lucknow-Sitapur-Seramau State railway	66	13
Eastern Bengal State railway	67	14
Bengal Central railway	67	15
Nalhati State railway	68	16
Wardha Coal State railway	68	17
Cherra-Companyganj State railway	68	18
Jorhat State railway	69	19
Burma State railway, including the Toungoo-Mandalay extension	69	20
Great Indian Peninsula railway and branches	69	21
Bombay, Baroda and Central India railway	70	22
Madras railway	70	23

	Page.	Paragraph.
CHAPTER VII— <i>contd.</i>		
TRAFFIC WORKING— <i>contd.</i>		
South Indian, including the Pondicherry railway	71	24
Tárakeshwar railway	72	25
Deoghur railway	72	26
Rohilkhand-Kumaun railway	72	27
Darjeeling-Himalayan railway	72	28
Dibru-Sadiya railway	72	29
Thatôn-Duyinzáik railway	73	30
Bhopal-Itársi railway	73	31
The Nizam's Guaranteed State railway, including the- Bezváda Extension	73	32
The Gaekwar's Dabhoi railway	74	33
The Gaekwar's Mehsána railway	74	34
The Gaekwar's Petlád railway	74	35
Rájpura-Bhátinda railway	74	36
Jodhpore railway	74	37
Bhávnaagar-Gondal-Junágarh-Porbandar railway	75	38
Morvi railway	75	39
<i>Statements.</i>		
Passenger traffic on railways	76—79	...
Goods traffic on railways	80—83	...
Unit mileages of passengers and goods traffic	84—87	...
<i>Revenue.</i>		
Revenue statistics	88—90	42—52
General remarks on capital transactions of Guaranteed railways	89	49
Financial results of principal railways worked by State agency for the last four years	89	52
<i>Statements.</i>		
Statement showing open mileage of railways on the 31st December 1890, and the mean mileage worked during 1890.	91	40
Cost of the open lines of railway and the average cost per mile	92—93	40
Net earnings and their percentage on capital expenditure on open line, including steam-boat service but excluding suspense accounts, for the principal railways for the last five years	94—95	48
Direct annual gain or loss to the State from railway outlay from 1858-59	96—97	53
Guaranteed interest advanced to the 31st December 1890	98	49
Approximate amount advanced on account of Guaranteed interest to the 30th June 1890	98	49
Amount of surplus profits earned by the Guaranteed rail- ways	99	49
Capital expenditure, net revenue, guaranteed interest, in- terest in excess of revenue, and revenue in excess of interest on the Guaranteed railways from 1870	100	49
Results of working the Guaranteed railways	101	49
<i>Traffic results.</i>		
Traffic statistics	102	54
Earnings per mean mile worked per week of chief railways in five yearly periods from 1853 to 1888 and for 1890	102	55
Earnings per mean mile worked per week with percentage of working expenses on gross earnings on principal rail- ways for 1889 and 1890	103	56
Main results of working on all railways for the last five years	104	57

	Page.	Paragraph.
CHAPTER VII—concl'd.		
TRAFFIC WORKING—concl'd.		
<i>Traffic results—concl'd.</i>		
Growth of gross earnings	105	58
Statistics of railways in eight classes	105	59
Working expenses	106	60
Coaching traffic	106	62
Goods traffic	106	63
Summary of the principal commodities carried	107	64
<i>Statements.</i>		
Gross earnings, working expenses, and net earnings and results per train-mile; also gross earnings per mean-mile worked per week	108—111	54
Working expenses on all railways and results per train-mile and per cent. on gross earnings	112—115	54
General results of working the principal railways	116—119	54
Summary of the principal commodities carried	120	64
CHAPTER VIII.		
FARES AND RATES.		
<i>Coaching fares.</i>		
Introduction of Conference Regulations on all railways generally	121	1
Bengal and North-Western, including the Tirhoot State railway	121	2
Southern Mahratta railway, including the Mysore section	121	3
North Western railway	121	4
Oudh and Rohilkhand railway	121	5
Bombay, Baroda and Central India, including the Rajputana-Malwa State railway	121	6
Madras railway	122	7
Darjeeling-Himalayan railway	122	8
Morvi railway	122	9
<i>Goods rates.</i>		
East Indian railway	122	10
Bengal and North-Western, including the Tirhoot State railway	123	11
Bengal-Nágpur railway	123	12
Southern Mahratta railway, including the Mysore section	123	13
North Western railway	123	14
Eastern Bengal State railway	124	15
Bengal Central railway	124	16
Nalháti State railway	124	17
Great Indian Peninsula railway	124	18
Bombay, Baroda and Central India, including the Rajputana-Malwa State railway	124	19
Darjeeling-Himalayan railway	125	20
Morvi railway	125	21
<i>Statement.</i>		
Passenger fares and goods rates	126—129	1
CHAPTER IX.		
FUEL CONSUMPTION.		
Fuel statistics	130	1—3
East Indian railway	131	4
Bengal and North-Western, including the Tirhoot State railway	131	5

	Page.	Paragraph.
CHAPTER IX—concl'd.		
FUEL CONSUMPTION—concl'd.		
Bengal-Nágpur railway	131	6
Indian Midland railway	131	7
Rajputana-Malwa State railway	131	8
Southern Mahratta railway, including the Mysore section	131	9
North Western railway	132	10
Oudh and Rohilkhand railway	132	11
Eastern Bengal, including the Bengal Central railway	133	12
Burma State railway, including the Toungoo-Mandalay extension	133	13
Great Indian Peninsula railway	133	14
Bombay, Baroda and Central India railway	133	15
Madras railway	134	16
South Indian railway	134	17
Bhávnagar-Gondal-Junágarh-Porbandar railway	134	18
CHAPTER X.		
PERSONS EMPLOYED.		
Numbers of railway servants employed	135	1
Casualties	135	2
<i>Statements.</i>		
Servants employed on the open lines	136—139	1
Casualties by death, resignation, discharge, or dismissal	140—147	...
Native drivers and shunters	148—150	3
Provident institutions	150	4
Volunteer corps	151—153	5
Strength and cost of police on open lines	153—155	6
CHAPTER XI.		
ROLLING STOCK (REVENUE).		
Average number of locomotives employed on the principal railways, and average work obtained from each	156—157	1
Number of engines and vehicles used in conveying traffic, with the number of miles travelled by trains	158—161	2
CHAPTER XII.		
FLOOD DAMAGES.		
General remarks	162	1
Tirhoot State railway	162	2
Bengal and North-Western railway	162	3
Bengal-Nágpur railway	162	4
Indian Midland railway	163	5
Rajputana-Malwa State railway	163	6
Southern Mahratta railway, including the Mysore section	163	7
North Western railway	164	8
Oudh and Rohilkhand railway	164	9
Eastern Bengal, including the Bengal Central railway	165	10
Nalháti State railway	166	11
Jorhát State railway	166	12
Great Indian Peninsula railway	166	13
Bombay, Baroda and Central India railway	166	14

	Page.	Paragraph.
CHAPTER XII— <i>concl'd.</i>		
FLOOD DAMAGES— <i>concl'd.</i>		
Madras railway	167	15
South Indian railway	167	16
The Gaekwar's Dabhoi railway	167	17
Morvi railway	167	18
CHAPTER XIII.		
ACCIDENTS.		
Number of persons killed and injured in connection with railway working	168	1
East Indian railway	168	2
Bengal and North-Western, including the Tirhoot State railway	168	3
Bengal-Nágpur railway	168	4
Indian Midland railway	169	5
Rajputana-Malwa State railway	169	6
Southern Mahratta railway, including the Mysore section	169	7
North Western railway	170	8
Eastern Bengal, including the Bengal Central railway	170	9
Cherra-Companyganj State railway	171	10
Burma State railway, including the Toungoo-Mandalay extension	171	11
Great Indian Peninsula railway	171	12
Madras railway	171	13
South Indian railway	171	14
Bhávnaagar-Gondal-Junágarh-Porbandar railway	171	15
Accidents to trains	172	16

APPENDICES.

	Page.
(A) Additions to open mileage from the 1st April 1890 to the 31st March 1891	ii—iii
(B) Extensions of line sanctioned from the 1st April 1890 to the 31st March 1891	iv—v
(C) Lengths of lines sanctioned and open for traffic on the 31st March 1891	vi—xii
(D) Annual progress made in opening railways from their commencement	xiv—xxi
(E) Total approximate earnings from the 1st January to the 4th April 1891 as compared with the actuals of the corresponding periods of 1889 and 1890	xxii—xxiii
(F) Principal commodities carried and the receipts therefrom during the year 1890 as compared with the previous year	xxiv—xli

INDEX.

Index of contents	xlii—lxi
-----------------------------	----------

*List of Tabular Statements contained in the Director General of Railways'
Report for 1890-91.*

Page.	Statement No.	Particulars.
CHAPTER I.		
7	1	Financial results to the State of railway working for the financial year 1889-90, East Indian railway.
8—9	2	Financial results to the State of railway working for the financial year 1889-90, State railways, commercial.
10	2A	Financial results to the State of railway working for the financial year 1889-90, State railways, military.
11	3	Financial results to the State of railway working for the financial year 1889-90, State lines leased to companies.
12	4	Financial results to the State of railway working for the financial year 1889-90, Guaranteed railways.
CHAPTER V.		
42—45	5	Number and value of locomotives and vehicles on the various lines on the 31st December 1889 and 1890, and the rolling stock fitted with continuous and continuous automatic brakes.
CHAPTER VI.		
46—47	6 and 7	Capital of Guaranteed railways and State lines leased to companies in £ at the end of 1890.
48	8	Details of stock debentures, &c., in £ at the end of 1890.
50—53	9	Statement of expenditure on capital account on State and Native States railways, giving details of expenditure under different heads in Rs. to the end of 1890.
54	10	Guaranteed and subsidized lines. Amount of capital authorized, raised, and withdrawn to the end of 1890 in £ (calendar year).
55	11	Guaranteed and subsidized lines. Amount received from and withdrawn by—during 1890 (calendar year) (£).
56—57	12	Guaranteed railways only. Amount withdrawn, England and India, each year from 1849-50 to 1889-90 (financial) (£). Partly estimated for 1890-91.
58	13	State railways leased to companies. Amount (£) as above from 1881-82 to 1889-90. Estimated for 1890-91.
58	14	Rohilkhand-Kumaun subsidized railway. Amount (£) as above from 1882-83 to the end of 1889-90.
CHAPTER VII.		
75—79	15	Statement showing the passenger traffic on all railways for 1890 (calendar year) (Rs.)
80—83	16	Statement showing the goods traffic on all railways for 1890 (calendar year) (Rs.)
84—87	17	Statement showing the unit mileages of passengers and goods for 1890 (calendar year).
91	18	Statement showing the open mileage of railways on the 31st December 1890 and the mean mileage worked during the year.
92—93	19	Statement showing the cost of open lines and the average cost per mile at the end of 1890 (Rs.)
94—95	20	Statement showing the net earnings of the 16 principal railways and the percentage on capital expenditure on open line, including steam-boat service but excluding suspense accounts, for the last five years 1886 to 1890 (calendar year) (Rs.)
96—97	21	Statement showing the annual gain or loss to the Government from railway outlay from 1858-59 (financial) (£ and Rx). Estimated outlay for 1890-91 and 1891-92.

*List of Tabular Statements contained in the Director General of Railways'
Report for 1890-91—contd.*

Page.	Statement No.	Particulars.
CHAPTER VII— <i>concl'd.</i>		
98	22	Statement showing the interest advanced to each guaranteed railway up to the end of 1889 and for 1890 (calendar year) (£), and comparing the amount advanced to the end of 1890 with net revenue balance (£).
99	23	Statement showing the amount of surplus profits earned by guaranteed railways to the end of 1879 and for each half-year from June 1880 to December 1890 (calendar year) in Rs.
100	24	Statement showing for all guaranteed railways for each year from 1870 to 1890 (calendar year) capital outlay, net revenue interest, and excess or deficit in £.
101	25	Statement showing the result of working the guaranteed railways for 1890 (Rs.)
108—111	26	Statement showing the gross earnings per train-mile and per mile per week, working expenses, and net earnings on all railways for 1890 (calendar year) (Rs.)
112—115	27	Statement showing the working expenses in detail on all railways for 1890 (calendar year) (Rs.)
116—119	28	Statement showing the general results of the working of the 16 <i>principal</i> railways for 1890 (calendar year) (Rs.)
120	29	Statement showing the principal commodities carried and the receipts therefrom for 1889 and 1890 (calendar year) (Rs.)
CHAPTER VIII.		
126—129	30	Statement showing ordinary passenger fares and goods rates on all railways at the end of 1890 (pies).
CHAPTER IX.		
130	31	Fuel consumption, description, average cost per ton, consumption per train-mile and per 1,000 gross ton-miles.
CHAPTER X.		
136—139	32	Statement showing the number of employés on all railways on the 31st December 1890.
140—147	33	Statement showing the number of casualties on all railways during 1890.
148—150	34	Statement showing the average number of native drivers and shunters on all railways for 1889 and 1890.
150	35	Statement showing number of depositors in State Railway Provident Fund Institutions and the sums at their credit on the 31st December 1890.
151—153	36	Statement showing number of volunteers enrolled and efficient in all railway volunteer corps on the 31st March 1891.
154—155	37	Statement showing the strength and cost of police on all railways and compensation payments due to thefts for 1890 (calendar year).

*List of Tabular Statements contained in the Director General of Railways'
Report for 1890-91—concl'd.*

Page.	Statement No.	Particulars.
CHAPTER XI.		
156—157	38	Statement showing the number of locomotives employed and the average work obtained from each on the 16 <i>principal</i> railways during the two-halves of 1890.
158—161	39	Statement showing the number of engines and vehicles employed on all railways and number of train-miles run during 1890.
CHAPTER XIII.		
168	40	Statement showing the gross number of persons killed and injured in 1889 and 1890.
172	41	Statement showing the gross number of accidents to trains classified under 26 causes during 1889 and 1890, with the number killed and injured during 1890.
APPENDICES.		
ii—iii	A	Additions to open mileage from the 1st April 1890 to the 31st March 1891.
iv—v	B	Extensions of line sanctioned from the 1st April 1890 to the 31st March 1891.
vi—xii	C	Lengths of line sanctioned and open for traffic on the 31st March 1891.
xiv—xxi	D	Annual progress made in opening railways from their commencement.
xxii—xxiii	E	Total approximate earnings from the 1st January to the 4th April 1891 as compared with the actuals of the corresponding periods of 1889 and 1890.
xxiv—xli	F	Principal commodities carried and the receipts therefrom during the year 1890 as compared with the previous year.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1890-91.

PART I.

CHAPTER I.

General.

In the opening paragraph of last year's report it was explained that in comparing the figures in the several statements connected with capital expenditure, allowance had to be made as regards the rate of exchange adopted in each case for the conversion of sterling payments into rupees.

It may now be noted that the figures in the various statistical tables are for the most part the bare results of the working as shown in the published Revenue Accounts of the various lines. When contrasting the figures in these tables, it must be borne in mind that the varying conditions under which the traffic is worked on the different lines materially affect the results arrived at. The amount of the earnings per mile per week, the want of balance in the up and down traffic, the fluctuations in the amount of traffic at different periods of the year, the gradients, the price of fuel,—all these, together with other varying local conditions, greatly influence the results of the working, and to a great extent account for the divergences shown.

2. A few alterations in the classification of railways have been rendered necessary owing to the transfer since the 31st of December 1890 of certain lines from one group to another; *e.g.*, the South Indian railway transferred from "Lines worked by guaranteed Companies" to "State lines worked by Companies." In consequence of these alterations, the South Indian and other railways in the same category have in all statements which refer to the calendar year been entered in their former place without a number. The serial numbers of these lines in the new classification will be found in Appendix C to this report, pages vi to xi.

The heads of the new classification may be summarised as follows :

	No. of railways.
State lines worked by Companies	16
State lines worked by the State	16
Lines worked by Guaranteed Companies	3
Assisted Companies	8
Lines owned by Native States and worked by Companies	8
Lines owned by Native States and worked by State railway agency	2
Lines owned and worked by Native States	4
Foreign lines	2
TOTAL	59*

* Includes Nos. XXIX-A and XLI-A subsequently inserted, see Appendix C, page viii.

N.B.—The revenue transactions of the West of India Portuguese railway for 1890 are included in this report.

3. On account of the transfer of the Tirhoot State railway to the Bengal and North-Western Railway Company from the 1st July 1890, the latter line has for the sake of convenience been classed as a State line, although it is the property of the Bengal and North-Western Railway Company.

4. The length of railways opened for traffic during the year 1889-90 was 869 $\frac{1}{4}$ miles, and the total length open at the end of that period was 16,095 $\frac{1}{4}$ miles. During the year 1890-91 the length added was 874 $\frac{1}{4}$ miles, so that on the 31st of March 1891 the total length of open line, after allowing for minor corrections of mileage, amounted to 16,996 miles.

The additions made to the open mileage will be found in the table given in appendix A, pages ii and iii.

The chief sections opened were—

330 $\frac{1}{4}$ miles of the Bengal-Nágpur railway,
163 $\frac{1}{2}$ miles of the South Indian railway,
162 miles of the Delhi-Umballa-Kalka railway.

The total length of railway open, 16,996 miles, is distributed as follows :

	Miles.
State lines worked by Companies	8,077
State lines worked by the State	4,680
Lines worked by Guaranteed Companies	2,588 $\frac{1}{2}$
Assisted Companies	381
Lines owned by Native States and worked by Companies	539 $\frac{1}{2}$
Lines owned by Native States and worked by State railway agency	124
Lines owned and worked by Native States	547 $\frac{1}{4}$
Foreign railways	58 $\frac{3}{4}$

Appendix C, pages vi to xii, shows in detail the lengths of line sanctioned and open for traffic at the end of March. Appendix D, pages xiv to xxi, shows the annual progress made in opening railways in India year by year from their commencement.

5. Subsequent to the close of the year 1890-91, between the 31st of March and the 15th May 1891, the following new lengths have been opened :

	Miles.
Rohilkhand-Kumaun railway } Gola Gokaran Nath to Pilibhit	58
(Lucknow-Bareilly section)	
Jodhpore-Bikanir railway—Jodhpore to Merta road	64 $\frac{1}{2}$
Bengal and North-Western railway—Chupra to Revilganj	7 $\frac{1}{4}$
Kolhapur State railway—Kolhapur to Miraj	29 $\frac{1}{4}$

6. During the year sanction was given (see Appendix B, pages iv and v) Extensions of line sanctioned for the construction of additional mileage to the extent of 1,095 $\frac{3}{4}$ miles, made up as follows :

STANDARD GAUGE.

COMMERCIAL LINES—

	Miles.
Godhra-Rutlam	113
Hyderabad-Umarkot	77 $\frac{1}{2}$
East Coast	504 $\frac{1}{2}$
	695

METRE GAUGE.

FAMINE LINES—

Villupuram-Guntakal	46
----------------------------	----

COMMERCIAL LINES—

British India—

Lucknow-Bareilly	26
Southern Mahratta	55 $\frac{3}{4}$
Mayavaram-Mutupet	29
Nilgiri	42
	152 $\frac{3}{4}$

Burma—

Mu Valley	33
------------------	----

Native States—

Jodhpore-Bikanir	169
-------------------------	-----

TOTAL 1,095 $\frac{3}{4}$

7. The progress on the standard gauge system was during the year represented by 695 miles of commercial lines in British India, while on the metre gauge the progress in commercial lines was represented by $152\frac{3}{4}$ miles in British India, 33 miles in Burma, and 169 miles in Native States. In addition to this, 46 miles of famine lines in Madras were sanctioned.

The total sanctioned mileage on the 31st of March 1891 was thus brought up to 18,879 miles, showing an increase over the corresponding figures at the end of the previous year, after making certain deductions for lines abandoned, &c., of $1,130\frac{1}{4}$ miles.

8. The last link of the main line of the Southern Mahratta railway was completed by the opening of the Nandyál-Cumbum section. By the completion of the Behar section through connection was established between the Eastern Bengal State and the Bengal and North-Western railways.

The Bengal-Nágpur railway, the last section of which was completed during the year, was formally opened by His Excellency the Viceroy on the 3rd of March 1891.

The section of the Lucknow-Bareilly railway between Gola Gokaran Nath and Pilibhit, which also was sufficiently completed for traffic, was opened by His Excellency on the 28th March, 1891.

A bridge over the Kistna river at Bezváda, consisting of 12 spans of 300 feet, in connection with the East Coast railway, is under construction. The bridge will be constructed to carry both a standard and a metre gauge track.

Work on the tunnel through the Khwaja-Amran mountains was prosecuted with vigour during the year. The whole length of the tunnel has been bored through, but the arching remains to be completed. Out of a total length of 12,531 feet, 12,431 lineal feet of arching was finished at the end of March 1891. The tunnel will probably be completed about the end of July 1891.

9. Among the principal events which occurred may be noticed the purchase by the State, on the 1st January 1891, of the South Indian guaranteed railway. The working of this line and that of the Villupuram-Guntakal State railway, including the construction of the unopen section of the latter railway, was made over to a Company from the same date.

The working of the Tirhoot State railway was transferred for a term of $14\frac{1}{2}$ years, from the 1st July 1890, to the Bengal and North-Western Railway Company.

From the 1st January 1891 the working of the Lucknow-Sitapur-Seramau State railway was transferred from State agency to the Rohilkhand-Kumaun Railway Company, the entire length of railway between Lucknow and Bareilly being now worked by that Company.

The working of the Wardha Coal State railway was also, from the 1st January 1891, transferred from State agency to the Great Indian Peninsula Railway Company.

A more expeditious mail train service throughout Northern India, and also between Northern and Southern India *via* the Dhond-Manmád railway, was introduced on the 1st March 1891; the speed of the mail trains on the East Indian railway system having been accelerated some months earlier in view of the prospective opening of the Delhi-Umballa-Kalka railway.

10. Including unfinished lines, the total capital expenditure on all railways up to the 31st of December 1890 amounted to Rs. 22,165 lakhs. In addition to this, Rs. 77 lakhs were expended on collieries, surveys of lines not yet begun, and interest on capital, which in the case of the Bengal and North-Western railway was charged to the capital account of the line during construction, making up the total expenditure on railways under all heads to Rs. 22,242 lakhs. Of this, the capital outlay on all open lines, including suspense accounts, was Rs. 21,367 lakhs. The average cost per mile of all open lines was Rs. 1,25,647.

11. The graphic diagram published with this report shows the open mileage, capital outlay, gross earnings, working expenses, and net earnings from the commencement of railway construction in India to the end of 1890.

12. The gross earnings during the calendar year were Rs. 20,67,01,158 against Rs. 20,49,20,068* during 1889. Of this, Gross earnings. 32·30 per cent. were earned by the lines worked by guaranteed Companies; 21·27 per cent. by the East Indian railway, including the Patna-Gya State line worked by the Company; 16·81 per cent. by all the other State lines worked by Companies; 25·76 per cent. by the State lines worked by the State; and the balance 3·86 per cent. may be divided between the lines in Native States and the lines owned by assisted Companies. The distribution of the earnings between coaching, goods, and miscellaneous, including steam-boat, may be taken at 34·15 per cent., 62·87 per cent., and 2·98 per cent. respectively.

13. During 1890 the number of passengers carried was 114,082,246, the coaching earnings being Rs. 7,05,98,929 and Passenger traffic. the passenger mileage 4,779,075,224; while during 1889, 110,402,383* passengers were carried, the coaching earnings being Rs. 6,89,64,758* and passenger mileage 4,673,304,103* miles.

14. The aggregate tonnage of goods, material, and live-stock carried was 22,612,718 tons, which earned Rs. 12,99,51,712, Goods traffic. the ton-mileage being 3,509,668,215. In 1889 the totals were 22,155,164* tons, with an earning of Rs. 13,02,35,243* and a ton-mileage of 3,639,462,392.*

The quantity of general merchandise carried was 14,044,138† tons, or 3·30 per cent. more than in 1889, and the freight received aggregated Rs. 11,18,47,041,† being less by 0·33 per cent. Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 457,554 tons, or 2·07 per cent., but the earnings were less by Rs. 2,83,531, or 0·22 per cent.

The decrease in the earnings was mainly due to a falling off in the traffic in oil seeds and to smaller quantity of construction materials carried owing to the completion of works on new lines.

The improvement in general merchandise took place principally under the following heads:—Articles not separately classified, 42,256 tons, or 3 per cent. in weight, and Rs. 4,56,422, or 5 per cent. in earnings; “Stone and lime,” 193,977 tons, or 38 per cent. in weight, and Rs. 4,20,753, or 31 per cent. in earnings; “Salt,” 19,250 tons, or 2 per cent. in weight, and Rs. 4,14,219, or 6 per cent. in earnings; “Oils,” 44,428 tons, or 28 per cent. in weight, and Rs. 3,78,504, or 21 per cent. in earnings; and “Metals,” 56,220 tons, or 15 per cent. in weight, and Rs. 3,77,542, or 8 per cent. in earnings.

There was a decrease under “Oil seeds” of 203,233 tons, or 14 per cent. in weight, and Rs. 17,46,281, or 17 per cent. in earnings, and under “Railway plant and rolling stock” a decrease of 119,461 tons, or 27 per cent. in weight, and Rs. 3,62,582, or 13 per cent. in earnings.

Under “Sugar,” while the weight carried decreased by 6,120 tons, or 1 per cent., the earnings increased by Rs. 8,30,010, or 14 per cent.; and under “Grains,” with an increase of 147,331 tons, or 4 per cent. in weight, the earnings were less by Rs. 10,76,610, or 4 per cent., and under “Cotton piece goods,” with an increase of 5,674 tons, or 2 per cent. in weight, the earnings were less by Rs. 2,54,812, or 4 per cent.

“Coal” carried for the public and for construction purposes showed an improvement of 482,605 tons, or 24 per cent. in quantity, and Rs. 3,39,122, or 4 per cent. in earnings; in “Railway materials for construction” there was a falling off of 416,202 tons, or 22 per cent. in quantity, and Rs. 5,39,496, or 29 per cent. in earnings. The weight of “Revenue stores other than coal” carried during the year was less by 110,446 tons, or 3 per cent., but the earnings were better by Rs. 72,005, or 2 per cent.

15. The traffic in grain and seeds taken together showed a decrease compared with the preceding year of 55,902 tons, or Grain and seeds traffic. 1·01 per cent., the actual figures being—

						Tons.
In 1889	...	...	...	...	...	5,540,782†
In 1890	...	...	...	...	...	5,484,880

* Excludes West of India Portuguese railway.

† Excludes the Darjeeling-Himalayan railway, the details for which are not furnished in the traffic return.

‡ As corrected in returns for 1890.

16. The quantities of wheat carried by the important exporting railways were during the past three years as follows :
Wheat traffic.

RAILWAY.	1888.	1889.	1890.
	Tons.	Tons.	Tons.
Great Indian Peninsula	523,082	272,594	313,459
Bombay, Baroda and Central India ...	92,997	83,264	40,678
East Indian	260,550	177,511	139,145
North Western	298,602	422,870	438,507
TOTAL ...	1,175,231	956,239	931,789

While the exports from the three chief ports were :

	1888.	1889.	1890.
	Tons.	Tons.	Tons.
Bombay	489,823	310,565	281,821
Calcutta	149,446	78,900	67,223
Kurrachee	153,479	*348,727	332,508
TOTAL ...	792,748	738,192	681,552

17. A comparison of the earnings for the first quarter of 1891 shows some improvement over those of 1889 and 1890 :
Approximate earnings, first quarter 1891.

1889 ...	Rs. 5,76,16,816	1st January to 6th April.
1890 ...	„ 5,98,66,075	„ „ „ 5th April.
1891 ...	„ 6,53,27,028	„ „ „ 4th April.

The figures relating to each railway separately will be found in Appendix E, pages xxii and xxiii.

18. The total working expenses amounted in 1890 to Rs. 10,30,89,186, or 49·87 per cent. of the gross earnings, as compared with Rs. 10,37,73,479,† or 50·64 per cent., in 1889, the distribution under the several departmental heads of expenditure being as under :

	1889.	1890.
Maintenance	14·65 per cent.	13·73 per cent.
Locomotive	16·30 „	15·74 „
Carriage and Wagon	4·53 „	4·84 „
Traffic	7·87 „	7·97 „
General	5·26 „	5·38 „
Steam-boat	0·49 „	0·51 „
Special and Miscellaneous ...	1·54 „	1·70 „
TOTAL ...	50·64 „	49·87 „

* As corrected in returns for 1890.

† Excludes West of India Portuguese railway.

19. The net earnings realised were Rs. 10,36,11,972 against Rs. 10,11,46,589* in 1889, giving a return on the capital expenditure on open lines, including steam-boat services and suspense accounts, of 4·85 per cent. against 4·93 per cent. in the previous year.

20. It must, however, be borne in mind that this represents only the statistical result of working. Figures are not yet available showing the financial results to the State for the year 1890-91. The actual financial results to the State of working the Indian railways during the official year 1889-90 are, however, shown in the following tables. These tables represent a net loss of Rs. 1,60,33,954 as under :

<i>Losses—</i>		Rs.	Rs.
Guaranteed railways	... ..	66,85,775	
State lines leased to companies, open and unopen	... ..	75,37,906	
State railways, military, open	... ..	41,47,211	
State railways, military, unopen	... ..	4,96,866	
State railways, commercial, open	... ..	2,31,869	
State railways, commercial, unopen	... ..	10,40,112	
			2,01,39,739
<i>Gains—</i>			
East Indian railway	... ..		41,05,785
Net loss	...		1,60,33,954

The interest charges for the East Indian, Eastern Bengal, and North Western railways include annuities paid in England, in which is included a contribution of about 24 lakhs of rupees for a sinking fund that is meant to reproduce the capital at the expiry of the period for which the annuity is to run, so that on the whole the net loss to the State during the year from the working of the entire Indian railway system may be taken at something over 136 lakhs of rupees. Excluding the interest on Capital expended on unopen lines, the net loss may be stated approximately at 97 lakhs of rupees.

The loss on guaranteed railways is mainly attributable to the comparatively high rate at which the guaranteed interest has to be paid. Under its contracts with guaranteed railway Companies, the State has to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from the increasingly easy condition of the money market; that is to say, where the State could now raise money at $3\frac{1}{4}$, or even 3 per cent., to pay off loans raised at higher rates of interest, it has still to continue to pay interest at or near the high average rate of $4\frac{3}{4}$ per cent. on the capital raised by the guaranteed Companies; and now, owing to the fall in exchange, the amount of rupees which have to be remitted to England to pay the sterling interest charges is equivalent to a payment of interest of nearly 7 per cent. on the total capital raised converted at par.

* Excludes West of India Portuguese railway.

STATEMENT No. 1.

East Indian Railway.

Statement showing results to the State of working for the official year 1889-90.

Serial No.	Railway.	Capital out- lay to the 31st of March 1890.	INTEREST AND ANNUITY CHARGES FOR 1889-90.				Net receipts (less surplus profits paid to shareholders) for 1889-90.	Gain.
			STERLING (paid in England).		Paid in India.	Total		
			Amount.	Converted at the average rate of exchange.				
I	East Indian ...	Rs. 39,48,71,235	£ 1,482,524	Rs. 2,14,78,060	Rs. 23,31,080	Rs. 2,38,09,140	Rs. 2,79,14,925	Rs. 41,05,785

STATEMENT NO. 2.

State Railways (Commercial).

Statement showing results to the State of working for the official year 1889-90.

Serial No.	RAILWAY.	Capital outlay to the 31st of March 1890.	INTEREST CHARGES FOR 1889-90.				Net receipts for 1889-90.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
	COMMERCIAL LINES. (1) Open for traffic.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
II	Patna-Gya	43,41,41	...	...	1,73,357	1,73,357	2,67,561	+94,204
	Dildárnagar-Gházípur†	...	...	...	14,124	14,124	...	-14,124
	Sindia‡	...	...	...	...	...	37,361	+37,361
III	Tirhoot	2,11,70,705	...	...	8,44,097	8,44,097	12,06,290	+3,62,193
	Bareilly-Pilibhit	15,33,996	...	...	61,097	61,097	36,853	-24,244
VII	Bhopal-Itársi (<i>British section</i>)	*13,10,570	...	...	52,423	52,423	-5,422	-57,845
VIII	Rajputana-Malwa	13,02,79,668	...	...	52,57,388	52,57,388	91,73,558	+39,16,170
X	Dhond-Manmád	1,09,89,980	...	...	4,39,382	4,39,382	2,49,427	-1,89,955
	Villupuram-Guntakal—Nellore branch	63,10,502	...	...	2,53,545	2,53,545	70,847	-1,82,698
XIII	Bezváda Extension	13,62,985	...	...	53,736	53,736	15,843	-37,893
XVII	North-Western—Commercial section	30,99,12,586	571,820	82,84,230	68,04,564	1,50,88,794	1,06,20,631	-44,68,163
XVIII	Amritsar-Patháńkot	56,13,337	...	...	2,24,310	2,24,310	1,01,545	-1,22,765
XIX	Jammu-Kashmir (<i>British section</i>)	2,35,171	...	...	§	§	§	§
XX	Oudh and Rohilkhand	10,33,84,077	339,323	49,15,940	-6,745	49,09,195	44,08,111	-5,01,084
	Lucknow-Sitápúr-Serampur	39,23,648	...	...	1,56,347	1,56,347	1,06,220	-50,127
XXI	Eastern Bengal	10,78,68,636	155,613	22,54,440	28,17,600	50,72,040	63,54,095	+12,82,055
XXIII	Nalháti	3,38,873	...	...	13,801	13,801	28,504	+14,703
	Wardha Coal	70,52,015	...	...	2,82,705	2,82,705	2,48,434	-34,271
XXIV	Cherra-Companyganj	7,69,768	...	...	30,626	30,626	-14,371	-44,997
XXV	Jorhát	7,37,080	...	...	29,256	29,256	-1,852	-31,108
XXVI	Burma	3,01,86,235	...	...	11,98,968	11,98,968	14,35,826	+2,36,858
XXVII	Toungoo-Mandalay	2,10,76,941	...	...	8,29,440	8,29,440	4,07,467	-4,21,973
	CARRIED OVER	76,83,98,185	1,066,756	1,54,54,610	1,95,30,021	3,49,84,631	3,47,46,928	-2,37,703

* Includes Rs. 60,570 expended by the State on the survey for this line, but not included in the capital account of the railway.

† Since incorporated in the East Indian railway.

‡ Transferred to the Indian Midland railway on the 1st of March 1889.

§ Included under North Western railway.

STATEMENT No. 2—concl'd.

State Railways (Commercial)—concl'd.

Serial No.	RAILWAY.	Capital outlay to the 31st of March 1890.	INTEREST CHARGES FOR 1889-90.				Net receipts for 1889-90.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	BROUGHT FORWARD ...	76,83,98,185	1,066,756	1,54,54,610	1,95,30,021	3,49,84,631	3,47,46,928	-2,37,703
	COMMERCIAL LINES—contd.							
	Umaria Colliery ...	8,73,857	...	...	34,065	34,065	39,899	+ 5,834
	Total open State railways (commercial)...	76,92,72,042	1,066,756	1,54,54,610	1,95,64,086	3,50,18,696	3,47,86,827	-2,31,869
	(2) Unopen Lines.							
XXIX	Mianwali-Mari ...	2,03,344	...	...	4,067	4,067	...	-4,067
XXX	East Coast ...	10,964	...	...	219	219	...	-219
XXXI	Mu Valley ...	16,06,873	...	...	32,137	32,137	...	-32,137
	Tirhoot—Durbhunga-Bairagnia Branch	11,55,766	...	...	23,297	23,297	...	-23,297
	Villupuram-Guntakal ...	89,71,240	...	...	2,02,979	2,02,979	...	-2,02,979
	Bellary-Kistna* ...	1,65,54,280	...	...	6,62,065	6,62,065	...	-6,62,065
	Stores ...	9,28,163	...	...	41,888	41,888	...	-41,888
	Nagpur-Chhattisgarh Depreciation Account ...	13,16,105	...	...	26,322	26,322	...	-26,322
	Vizagapatam-Raipur† ...	2,45,035	...	...	9,800	9,800	...	-9,800
	Bilaspur-Etawah Survey† ...	75,132	...	...	3,005	3,005	...	-3,005
	Ranaghat-Bhagwangola† ...	3,02,450	...	...	12,098	12,098	...	-12,098
	Southern Mahratta† ...	5,27,070	...	...	21,083	21,083	...	-21,083
	Hindupur Extension ...	17,696	...	...	1,152	1,152	...	-1,152
	Total unopen State railways (commercial)	3,19,14,118	...	...	10,40,112	10,40,112	...	-10,40,112
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL).	80,11,86,160	1,066,756	1,54,54,610	2,06,04,198	3,60,58,808	3,47,86,827	-12,71,981

* The capital expenditure shown against this line represents the amount expended by Government up to the 31st of December 1887 and liabilities incurred up to that date, and law charges debitable to Government after the transfer of the line.

† Abandoned or in abeyance.

STATEMENT NO. 2A.

State Railways (Military).

Serial No.	RAILWAY.	Capital outlay to the 31st of March 1890.	INTEREST CHARGES FOR 1889-90.				Net receipts for 1889-90.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
XVII	MILITARY LINES.							
	(1) Open for traffic.							
	North-Western—							
	Military section ...	10,27,13,999	...	...	40,18,386	40,18,386	—1,28,825	—41,47,211
	Total open State railways (military)	10,27,13,999	...	...	40,18,386	40,18,386	—1,28,825	—41,47,211
	(2) Unopen Lines.							
	North-Western—							
	Sind-Pishin—Chaman extension	1,29,75,622	...	...	3,87,902	3,87,902	...	—3,87,902
	Ditto & Petroleum operations	1,74,905	...	...	5,115	5,115	...	—5,115
	Frontier railways reserve material ...	24,48,519	...	...	1,03,849	1,03,849	...	—1,03,849
	Total unopen State railways (military)	1,55,97,046	...	...	4,96,866	4,96,866	...	—4,96,866
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY).	11,83,11,045	...	...	45,15,252	45,15,252	—1,28,825	—46,44,077
GRAND TOTAL STATE RAILWAYS (COMMERCIAL AND MILITARY).	91,94,97,205	1,066,756	1,54,54,610	2,51,19,450	5,05,74,060	3,46,58,002	—59,16,058	

STATEMENT No. 3.

State Lines Leased to Companies.

(Imperial lines constructed with capital raised by Companies under contract with the Secretary of State.)

Statement showing results to the State of working for the official year 1889-90.

Serial No.	RAILWAY.	Subscribed capital to the end of 1889-90.	Capital outlay to the 31st March 1890.	INTEREST CHARGES FOR 1889-90.				Net receipts for 1889-90.	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND).		Paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
V	Bengal-Nágpur ...	5,705,781	7,41,62,886	190,091	27,53,940	1,94,153	29,48,093	7,09,814	-22,38,279
VI	Indian Midland ...	6,506,116	7,97,40,122	218,654	31,67,750	20,495	31,88,245	8,06,441	-23,81,804
XI	Southern Mahratta*	6,353,957	7,59,35,520	231,660	33,56,170	...	33,56,170	7,66,046	-25,90,124
XII	Southern Mahratta, Mysore section	1,224,000	1,44,47,925	48,000	6,95,400	...	6,95,400	1,05,582	-99,696
	Refund by the Mysore Darbar of net charge for interest on capital expended on the Mysore railway ...	...	...	...	...	-4,90,122	-4,90,122	...	
XXII	Bengal Central ...	1,000,000	95,19,510	34,674	5,02,340	...	5,02,340	2,73,427	-2,28,913
	Government share of surplus profits of the Rohilkhand-Kumaun railway for the year 1889 taken in reduction of the Company's debt for advances of interest ...	...	...	-63	-910	...	-910	...	+910
	TOTAL ...	20,789,854	25,38,05,963	723,016	1,04,74,690	-2,75,474	1,01,99,216	26,61,310	-75,37,906

* Includes Bellary-Kistna since the date of transfer from the State, viz., the 1st of January 1888.

STATEMENT NO. 4.

Guaranteed Railways.

Statement showing results to the State of working for the official year 1889-90.

Serial No.	RAILWAY.	Capital raised to the end of 1889-90.	Capital with- drawn to the end of 1889-90.	INTEREST CHARGES FOR 1889-90.				Net earnings for 1889-90, less surplus profits paid to companies.	Gain or loss (+ or -).
				STERLING (PAID IN EN- LAND).		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XXXII	Great Indian Peninsula	25,476,933	25,193,137	1,185,267	1,71,71,550	46,624	1,72,18,174	1,52,47,726	-19,70,448
XXXIII	Bombay, Baroda and Central India.	8,807,219	8,726,926	416,257	60,30,520	31,902	60,62,422	59,13,372	- 1,49,050
XXXIV	Madras ...	10,869,644	10,708,301	522,242	75,65,980	177	75,66,157	40,58,661	-35,07,496
	South Indian	4,763,407	4,756,929	213,292	30,90,060	15,974	31,06,034	20,47,253	-10,58,781
	TOTAL	49,917,203	49,385,293	2,337,058	3,38,58,110	94,677	3,39,52,787	2,72,67,012	-66,85,775

NOTE.—The interest in rupees comes to nearly 7 per cent. on the total capital raised converted at par, although the average rate of interest in sterling was about 4½ per cent. Had silver remained at par, the interest would have been Rs. 2,34,65,257, and these railways would have shown a surplus of Rs. 98,01,755. This measures the effect of the fall of the price of silver in connection with the one item of payment of interest.

CHAPTER II.

Works in progress.

East Indian Railway (Standard gauge).

The chief works in progress during the year were :

Additions and alterations to lines in connection with the coal jetties at Howrah ; junction arrangements at Hooghly ; with the Bengal-Nágpur railway at Ásansol ; and with the Indian Midland railway at Cawnpore ; and additions and alterations in the station yard at Mokameh and at Sahebgunge Ghát.

Work in connection with the junction arrangements with the Indian Midland railway at Mánikpur was delayed pending sanction of the revised estimate.

The following works have been practically completed, or are nearing completion :

The replacing of the Warren girders of the Bally, Satgong, Magra, and Bunka Nullah bridges ; the strengthening of the Jynthee, Puthroo, and Adjai bridges, and repairing the damage caused by the accident to the Jynthee bridge ; junction arrangements with the Oudh and Rohilkhand railway at Moghal Sarai ; the extension of tranship platforms at Moghal Sarai and Háthras ; station buildings at Makkhanpur ; grouping points at Jubbulpore station ; and the purchase of a portion of the Custom House premises, Calcutta, for the extension of the railway offices at a cost of Rs. 3,17,041.

The following works undertaken for Government were in progress :

A siding to the Government salt golahs at Salkea ; block-houses on the right and left abutments of the Jumna bridge, Allahabad ; defensible gateways at west abutment, Selingarh ; and improving the defences of the Jumna bridge at Delhi.

The following works undertaken for outsiders were completed :

Sidings for the Gouripore mills, for the Damudar Coal Company, and for the Raneegunge Coal Association. Junction arrangements with the Delhi-Umballa-Kalka railway.

Tirhoot State Railway (Metre gauge).

2. The chief works in progress were the Kunwa Ghát extension from Pratápganj to the river Kosi at Kunwa Ghát, 8 miles, and the Durbhunga-Bairagnia branch, $57\frac{3}{4}$ miles of railway.

The construction of the Durbhunga-Bairagnia branch was commenced in November 1889, and by the 1st July 1890 the first 42 miles from Durbhunga up to Sitamarhi were ready and opened for goods traffic, and from 1st November for passenger traffic also. From the 1st January 1891 the section from Sitamarhi to Riga station, another 6 miles, was opened for goods traffic. This branch has been laid with second hand 60 lbs. iron rails transferred from the late Indus Valley State railway on Pynkado sleepers from Burma. The largest of the 90 bridges and culverts on the branch is the bridge over the little Bagmattee at Muhammadpur, 5 spans of 60 feet on cast-iron screw cylinders. The girders were second hand ones transferred from the late Nágpur-Chattisgarh State railway.

Exceptionally heavy floods during the monsoon of 1890 showed that formation level on the greater part of the branch from Durbhunga to Sitamarhi had been graded too low, and to rectify this it was proposed to raise the formation level about two feet on the average over some 40 miles. More than two-thirds of this work has already been carried out, including the raising of the little Bagmattee bridge four feet.

Between April and August 1890 five miles of the old 40 lbs. iron rails in the road between Samastipur and Kishanpur were renewed by new 50 lbs. steel rails.

Bengal and North-Western Railway (Metre gauge).

3. The chief work in progress was the construction of the Bahram Ghát branch running from Gonda on the main line, a distance of 31 miles, to Bahram Ghát on the river Gogra. All banks have been thrown up and bridges commenced, but the line cannot be opened for traffic until after next monsoon. The ferry and pontoon bridge at Bahram Ghát have been taken over by the Bengal and North-Western Railway Company from the North-Western Provinces and Oudh Government, so as to effect a connection with the Oudh and Rohilkhand railway at this point.

The Revelganj branch, which runs from Chupra on the main line to Revelganj Ghát on the river Gogra, a distance of 7 miles, was completed during the year, but has not yet been opened for traffic.

During the year there were very heavy floods in the Gogra river (the highest yet recorded); and as the waterway between Chupra and Kopa Sambota proved to be insufficient, and the formation level too low, 200 lineal feet of additional flood openings and the raising of the bank 3 feet higher than the flood of last year were decided on, and the work is in progress.

Rohilkhand-Kumaun Railway, Lucknow-Bareilly section (Metre gauge.)

4. The progress on the length between Gola Gokaran Náth and Pilibhit (55 miles) was as follows :

The banks, with the exception of a few gaps at unfinished bridges, where there are temporary diversions, were completed. 37 out of 44 minor bridges were finished, and the remainder were well in hand. The large bridges (6 in number) are expected to be ready before the rains. The permanent-way has been laid throughout, the rails having been linked through to Pilibhit on the 11th February. On stations and buildings good progress has been made. At Mailáni and Sermau station offices and platforms were completed, and most of the other works have either been completed or are well in hand. At Púrahpur, Mála, and Shahgarh temporary stations and quarters for the staff have been provided to enable the stations to be opened for traffic. Temporary staff quarters for the Resident Engineer and his staff are all in occupation.

Bengal-Nágpur Railway (Standard gauge).

5. During the year the line has been almost completed.

The Saranda tunnel, the erection of the girders of the Brahmini bridge, and a few station buildings and some ballasting remain to be finished.

The section Chakardharpore to Sambalpur Road was inspected and passed for passenger traffic, and was to have been opened on the 12th March; but unfortunately at the last moment heavy floods, which lasted for several days, came down the Brahmini river, carried away the temporary diversion and damaged the temporary bridge. This delayed the opening of the section for passenger traffic till the 28th March.

Indian Midland Railway (Standard gauge).

6. The following works have been completed :

The Locomotive Superintendent's office, the stores office and buildings, and the general offices at Jhánsi.

Considerable progress was made at the locomotive workshops; 20 engine and 10 tender pits were finished, and two traverser pits were well in hand. On receipt of the iron stanchions and ironwork for the roof from England, the work on the shops will be rapidly pushed on.

Post offices were built at Kalhar, Bámora, Karonda, and Antri, and others are being built at Gulgáon, Dailwára, Bijrotha, Basai, and Khajráha. Additional staff quarters are being built at Bína, and a refreshment room at Orai.

The engine shed at Bína was finished, and a goods platform and siding put in at Morena.

A bridge of 4 spans of 12 feet girders was constructed on the main line near Bánmor station.

Block-houses on both abutments of the Jumna bridge at Kálpi were nearly finished.

Rajputana-Malwa State Railway (Metre gauge).

7. Over 100 miles of fencing were erected during the year. The work of fencing the approaches to the bridges over the Sipra, Chambal, and Gumbheer rivers on the Malwa section, as well as other parts of the line, was in progress.

Extensive repairs were put in hand at the Umaradesi bridge. The old wooden longitudinals are being replaced by rolled beams and cross sleepers. The Narbada bridge has been similarly treated.

The new station buildings at Sábarmati have been completed.

The station yard at Mehsána has been re-modelled to provide proper accommodation for the branches to Kherálu, Viramgám, and Patan, all of which take off from here. An island platform, with connecting foot-bridge, has been provided.

Important alterations have been effected at Delhi owing to the entry of the Delhi-Umballa-Kálka railway. The junction arrangements, including a diamond-crossing, were practically finished. A scheme for a local goods yard near the Lahore gate was in progress. The new tranship yard was well advanced.

A carriage-examining pit, sick-siding, and lifting pit have been put in at the Agra Fort goods yard; a new goods shed has been built at Chítor, and about two miles of additional sidings are being put in close to the Sámbar station for the Salt Department.

Wardha Coal State Railway (Standard gauge).

8. Work in connection with the raising of the roadway of the Ambia, Dongergaon, and Chas Nullah bridges on this line, which infringed standard dimensions, was put in hand, and subsequently held in abeyance under the orders of the Government of India.

This work, though commenced, was not completed when the line was made over to the Great Indian Peninsula railway.

Southern Mahratta Railway, including the Mysore section (Metre gauge).

9. The section of the Bellary-Kistna line from Nandyál to Cumbum comprising the Ghát section was completed during the year, and opened for traffic on the 15th June 1890.

Additions were made to the 20-foot bridge at mile $4\frac{8}{8}$ on the Bellary-Kistna section, and a 214-foot cross girder bridge was put in at mile $7\frac{8}{8}$ on the same section. The Heballa bridge on the Mysore section was repaired and re-opened for traffic. Other bridges, which had been damaged by floods, or had failed through other causes, were also repaired. The wings and retaining walls of the Yerla bridge at mile $1\frac{30}{10}$ on the Poona branch were extended and raised. The construction of a retaining and curtain wall at the Boregaon Nullah bridge, mile 183, Poona branch, was in progress at the end of the year.

The Central offices at Dhárwár for the head-quarter staff were completed during the year and occupied.

The locomotive shops at Hubli were completed, with the exception of an erecting-shop traverser, which has to be put up. Some work also remained to be done in connection with the drainage.

The overbridge at Guntakal, to carry the public road over the Madras railway, has been completed.

The line has been extended from the temporary Kistna terminus station along the canal berm to the river's edge opposite Bezváda. The works are of a temporary character.

At Gokak road a dam is being built across the river, and is nearly finished. Water is to be supplied to this station by hydraulic rams.

Construction work was carried on during the whole of the year on the Nanjangúd extension. extension from Mysore to Nanjangúd. This extension is being constructed by the Southern Mahratta Railway Company, which will also work it when opened. The work has made satisfactory progress; the earthwork was well advanced, and the bridging, of which there is not very much, is well in hand. It is expected that the line will be ready for opening by June 1891.

Bezváda Extension Railway (Standard gauge).

10. The only important work in progress during the year was the construction by the Irrigation branch of the Madras Public Works Department of the dock on the Ellore canal at Bezváda. The work was practically finished.

South Indian, including the Villupuram-Guntakal State Railway (Metre gauge).

11. Extensive additions and improvements to the locomotive workshops at South Indian railway. Negapatam were in progress during the year.

At Chingleput station a siding and cross-over road, platform, and covered way have been added.

Store rooms and offices for Permanent-way Inspectors have been provided at Egmore, Villupuram, and Kumbakónam. Permanent-way Inspectors' bungalows have been built at Egmore, Májavaram, Kumbakónam, and Tanjore, and similar buildings were in course of construction at Negapatam, Villupuram, and Madura.

The addition of 5 spans of 100 feet to the existing bridge of ten spans of 100 feet over the Gadilam river at mileage 124 $\frac{1}{2}$ was completed in October 1890. The girders are of the Whipple-Murphy type with pin connections, and are carried on masonry wells.

At mile $\frac{151}{6}$ a 70-foot bridge over the Porto Novo canal was almost finished. The present work is in replacement of a 30-foot opening, the foundations of which were injured by floods.

At mile $\frac{327}{12}$ a bridge of three openings of 25 feet over the Periyár main channel was underconstruction at the cost of Government.

Relaying with 50 lbs. steel rails on cast-iron pots has been continued, and the total length of the new permanent-way in the road at the end of the year was 308 miles.

On the opened railway there are diversions at the Nagar, Pálár, Poiney, Villupuram-Guntakal State and Bhimavaram rivers. The diversions will, it is hoped, be removed, and the railway carried on the permanent bridges by the end of June 1891.

Eight sets of girders of the Pálár bridge, consisting of 13 spans of 150 feet, were completed. The masonry of two piers was in progress at the end of the year, and for the remaining two piers one set of wells was founded, the other was resting on boulders.

On the unopened portion of the line from Pakála junction to Guntakal, 203 miles, rails were laid for 18 $\frac{1}{2}$ miles out of Pakála northwards, and for 45 $\frac{1}{2}$ miles out of Guntakal southwards diversions were being laid at the principal bridges. Orders have issued to lay all sidings with second-class 40 lbs. rails removed from the South Indian railway, and it is also intended to use these rails in the main line from Dharmavaram to 60 miles southward, over which length very little traffic is expected.

With the exception of two sections of about 15 miles each, the earthwork was practically complete, and it is hoped that all will be finished by August. Ballast is in course of collection, but a good deal still remains to be done. A commencement has been made on station buildings. With the exception of the Pennér and Punnamairoo, the masonry of all bridges was far advanced, most being ready for the girders, which were being taken out as the rail head advances.

The Pennér bridge will consist of 11 spans of 150 feet carried on wells 20 feet in diameter. Work was commenced in December 1890, and a good start

has been made on the twelve wells. Nine well-curbs have been delivered, the masonry of seven wells was in hand, and sinking was in progress on five piers and the north abutment. The maximum depth reached was 40 feet, and it is hoped that the bridge will be completed during the ensuing year.

The Punnamairoo bridge will consist of 14 spans of 64 feet carried on masonry wells. The piers are carried on two wells, each 10 feet in diameter; all the curbs were pitched, and the work was progressing favourably.

Owing to the partial failure of the north-east monsoon, better progress was made than was anticipated, but work was delayed in three divisions by the prevalence of severe fever. The estimated cost of the railway is Rs. 65,800 per mile.

Hindupur branch.—The project originally known as the Hindupur extension comprises the line between Guntakal on the Madras railway and Hindupur near the Mysore frontier. The length, however, between Guntakal and Dharmavaram has become, for the time being, part of the main line of the Villupuram-Guntakal State railway, and the remaining portion of the project now forms the Hindupur branch.

The branch leaves the Villupuram-Guntakal State railway at Dharmavaram, and runs south to join a line under construction between Bangalore and the Mysore frontier. Orders were received in January 1891 for the South Indian Railway Company to commence the construction of the first ten miles out of Dharmavaram. Earthwork has been commenced on the ten miles on which construction has been sanctioned.

Nellore branch.—Small works in connection with the protection of bridges and slopes were in progress.

Godhra-Rutlam Railway (Standard gauge).

12. The construction of this line was sanctioned during the year, and work was immediately started on the first section of 25 miles out of Godhra.

Máyavaram-Mutupet Railway (Metre gauge).

13. This railway, which leaves the South Indian railway at MÁYavaram, crosses the Negapatam branch at Tiruvállur and extends to Mutupet, a distance of 54 miles. It was decided to proceed with the construction of the Tiruvállur-Mutupet section only, and revised estimates were accordingly submitted for the 29 miles, and commencement of construction has been sanctioned; but, owing to delay in the acquisition of land, little actual progress has been made in construction. Preliminary arrangements have been made, brick-making started, and contractors arranged with.

The cost of the line will be borne in nearly equal proportions by the Local Government and the Tanjore District Board. The funds supplied by the latter are derived from a cess of 3 pies in the rupee on the land revenue, and the construction of the line is mainly due to local enterprise.

North Western Railway (Standard gauge).

14. The troop traffic works which were sanctioned in 1888 were practically completed. Proposals for certain additional works to meet the requirements of the Mobilization Committee were under consideration. The improvement of the gradients between Soháva and Jhiari (miles 129—145) is in progress, and likely to be completed by June 1891.

Proposals and estimates are now before Government for regrading the line between miles 148 and 160½ and 168½ into Rawalpindi. The line between Lahore and Badami Bagh has been doubled, and a siding of old rails, branching off from the new line, laid down to the premises of the Punjab Oil and Flour Mills, Lahore. In consequence of the construction of the Delhi-Umballa-Kalka railway and its junction with the North Western railway at Umballa Cantonment, extensive alterations and additions have been carried out at this station at the cost of the new railway. The level crossing at the east end of the Saháranpur station has been replaced by an over-bridge, and weigh-bridges have been provided at Muzaffarnagar and Meerut City.

Quarters have been built at Rájputra for European guards and the locomotive menial staff, and a booking office provided in the third class waiting shed. An engine shed, ashpits, water tank, and well have also been provided at this station at the cost of the Patiála Durbar. At Patiála certain alterations and additions were made in the station yard, and the line over the Patiála Nullah bridge was regraded and raised two feet. A third class waiting shed was built at Nábha and a block of guard's running rooms at Bhátinda. The east bank Beas station, which was formerly built on a very low level, has been re-built on higher ground.

The institute at Mooltan has been extended by the addition of a main and side room. The Malir bridge on the Kurrachee district, which showed signs of failure, is undergoing renewals, and an indent for new girders is under compliance from England. An office for the Storekeeper, a new stores shed, and quarters for the Station Master have been provided at Kurrachee.

In order to equalize the engine runs between Kotri and Sukkur, it was decided to transfer the engine-changing station from Rádhan to Dádú, and an estimate for the enlargement of Dádú station has been sanctioned, and the work put in hand.

The line, which for the most part was left unballasted during construction, is being provided with the full section of ballast, for it was found that, owing to the reh soil of the country, a large number of the steel sleepers which were put into the road without bottom ballast have seriously corroded, while those embedded in ballast remain in fairly good condition. Additional works in the way of improved water-supply, staff quarters, &c., are being provided at the Kundián junction preparatory to the opening of the Miánwáli-Mári branch.

Heavy repairs and flood protection works have been executed on the Sind-Pishin section to place the line above the reach of floods. The bridges at miles $159\frac{1}{2}$, 162, 180, 183, $183\frac{3}{4}$, $190\frac{1}{4}$, $193\frac{1}{4}$, $197\frac{1}{6}$, $198\frac{1}{2}$, $202\frac{1}{4}$ and $205\frac{1}{2}$, which had been seriously damaged by floods, have either been repaired or re-built; and two piers of the Násák bridge and one pier of the 5×20 feet bridge at mile 304 near Kila Abdulla reconstructed. Extra sidings were laid down at Quetta, Bostán, and Gulistán. An institute was built at Quetta for railway employés, and a workshop for the repair of locomotives and rolling stock. Work in connection with the regrading of the line between Sibi and Násák Frontier was in progress.

Arrangements for the supply of water by gravitation have been made at Spintangi, Harnái, Násák Frontier, and Dalújal stations. On the Bolan district, the Darwáza camping station has been finished, and a reservoir built at Kolpur.

Oudh and Rohilkhand Railway (Standard gauge).

15. The principal works in progress during the year were :

Completion of the new railway institute at Lucknow; transshipping accommodation for the Powayan steam tramway at Sháhjahánpur, and for the Rohilkhand-Kumaun railway at Bareilly; completion of the military block houses at the "Dufferin" bridge, Benares, and at the Ganges bridge, Cawnpore.

New flag stations were opened at Masit between Baghaulti and Hardoi, and at Raisi between Bálawali and Lhaksar. The demolition of the abandoned East Indian railway station at Benares was nearly finished. The grouping of points at Bareilly, Chandausi, and Moradabad was completed.

The following renewals of permanent-way were effected during the year :

44.63 miles of rails were relaid with 75 lbs. steel rails, 15.10 miles of sleepers were relaid with steel bowl sleepers, and 133 miles of line were ballasted up to full section, leaving 249 miles on which the ballast was below standard.

Eastern Bengal State Railway.

(*Eastern and Southern sections, Standard gauge; Northern, Assam-Bihar, and Dacca sections, Metre gauge; Kaunia-Dharlla branch, 2' 6" gauge.*)

16. The construction of the line to Ancharaghát completed the Assam-Bihar section, and a connection was formed with the Tirhoot State railway by a ferry over the Kosi. There are no other lines or branches of the system now under construction.

The chief work in progress was the completion of the Assam-Bihar section to the Kosi river; the only other works of any importance were repairs of flood damages, and works rendered necessary by the floods. In December the river fell to such an extent at Manihári Ghát that the Flotilla vessels and country boats were unable to come near the bank; the line had to be extended 4 miles down stream. Two portions of the Eastern section, from mile 116 to mile 120 $\frac{1}{4}$ and from mile 138 to mile 141 $\frac{1}{4}$, were raised, and the additional bridges on the Assam-Bihar section rendered necessary by the floods in the Mahanuddy Valley between Ráyganj and Katihár were put in during the year.

The new station building at Porádaha was completed, and goods sheds were erected at Nelphamári and Dinagepore.

A new hospital was provided at Saidpur, where it was much required, and the one at Sára was reconstructed.

At Sealdah new offices for the Storekeeper and District Locomotive Superintendent were built.

A large amount of accommodation for the Police was supplied during the year, and some additional quarters for the railway staff at various stations were built.

A Train Clerks' office and a new iron floating jetty were built at Chitpore, the latter greatly facilitating the receipt and despatch of goods for river delivery, which now forms an important feature in the working at Chitpore.

The doubling of a portion of the Budge-Budge extension between Tolley's Nullah and Dock Junction was completed, and a further length between Ballygunge and Tolley's Nullah was in progress. The completion of the latter will give continuous double line communication between Sealdah and Dock Junction.

Several minor works were executed during the year, and throughout the line the expenditure to repair flood damages was large.

The laying of the 50 lbs. rails on the Northern section was continued during the year, 35 miles being put in altogether, and the total length thus relaid was 61 miles.

The wooden sleepers on the Eastern section and the cast-iron pot sleepers on the Southern section are being replaced by Denham and Olpherts' sleepers. The number of Denham and Olpherts' sleepers laid on the Eastern section during the year was about 9,000, and on the Southern section about 11,000.

Bengal Central Railway (Standard gauge).

17. The chief work in progress was the ballasting of the line. During September 1890 there were heavy floods. The line was breached in several places, and it was decided to increase the flood openings at various points of the line. Estimates for immediate repairs, additional flood openings, raising the embankment, and other protective measures were sanctioned. The work of brick making in connection with these estimates was in hand, but was considerably retarded owing to heavy and unusual rainfall at the beginning of 1891.

Nalháti State Railway (4' 0" gauge).

18. Sanction for alterations of gradients below 1 in 100 was given, and the work was in progress.

Jorhát State Railway (2' 0" gauge).

19. The principal work executed during the year was the reconstruction of the Chur line. This is an extension across an island between the north and south streams of the Brahmaputra river, and is necessitated by the steamer ghát shifting from the south to the north stream after the annual rains, when the river falls to its lowest level.

Burma State Railway, including the Toungoo-Mandalay extension (Metre gauge).

20. The shore line at Mandalay, which has been realigned for part of the distance, and the newly-formed bund on the river face have been pitched with stone. The earth from the excavations made at the Kemmendine station for its

extension, and in new lands taken up near Rangoon station, has been utilised in throwing up embankments across the Chittagonian and Burmese cemeteries, which will for the present carry lines for wagon stock, and eventually work in with the general scheme for the new terminal station at Rangoon. In five of the heaviest cuttings on the Toungoo-Mandalay extension, where the sides had been originally left too steep, the side slopes have now been made 2 to 1, and work on others was still in progress. Brick drains in some of these cuttings, which were in hand in the previous year, have been completed.

An iron girder 109' 6" span was received from England to replace one at the Pegu bridge, mile 47, on the Toungoo-Mandalay extension, which had been made up locally out of 100' girders. Several bridges not calling for special remarks were also put in hand or completed to replace temporary timber bridges, or to provide such additional waterway as floods had shewn to be necessary.

Progress was made in replacing, by iron strand fencing, the old timber post and mound fencing on the Irrawaddy line, also in completing the ornamental iron railing and dwarf wall along the strand road in Rangoon.

Timber over-bridges for foot passengers were put up at Insein station connecting the two platforms, and also in the Mandalay station to facilitate communication between the northern and southern parts of the town across the station yard.

At Rangoon, Kemmendine, Letpadan, Toungoo, and at many other less important stations additional sidings were laid. At Rangoon also two additional platform lines were put in and the platforms extended.

Additional quarters have been provided not only for the menial staff at several stations, but also for the accommodation of Inspectors, Head Constables, Sergeants, and Constables, who are comprised in the Railway Police Force. Quarters were erected for an Assistant Permanent-way Inspector at Shweda, and Carriage and Wagon Offices and Stores at Yamethin and Mandalay.

At Botataung store yard an additional fuel shed was erected, as larger stocks of fuel have now to be maintained.

Sind-Pishin, Chaman Extension (Standard gauge).

21. The earthwork in banks and cuttings has been completed up to the east entrance of the main tunnel and from the west entrance to the terminus at Chaman, with the exception of the sloping of the cuttings at both entrances, and completing the bank at mile 23 from tunnel spoil.

The minor tunnels and arched cuttings were completed, with the exception of a little work on the block-houses, which have been built at the request of the Military Department.

The bridge-work both in large and small bridges has been completely finished, with the exception of the opening at mile 23, which was left until the winter rains had shown the amount of waterway required.

The permanent-way laid was 28.12 miles of double track and 3.72 miles of single track, leaving the double line through the main tunnel and its approaches, and 3.72 miles of single track to be completed.

The way-side stations were completed, with the exception of the defensible water tower at Sanzal, which was well in hand. The terminal station at Chaman was completed, with the exception of the goods shed and defensible water tank.

Of the main tunnel arching 12,431 lineal feet were completed out of a total length of 12,531 feet; the progress during the year was 6,457 feet; the average monthly progress up to end of October was 636 feet, and for the five months November to March the average progress was only 401 feet per month. This falling off was mainly due to the abnormal character of the winter, which for many days rendered any work at all a physical impossibility, and which further caused great detention by the extraordinary sickness and mortality amongst the workmen. The snow and rain, together with the severe blizzards that were prevalent throughout the winter, made the low temperature outside exceedingly trying to men returning from the moist warm atmosphere of the tunnel.

Miánwáli-Mári State Railway (Standard gauge).

22. About 90 per cent. of the way and works and 15 per cent. of the station buildings and appliances were finished at the end of the financial year, and it is hoped that all will be completed by July or August.

Hyderabad-Umarkot Railway (Standard gauge).

23. Sanction having been accorded towards the close of the year 1890-91 to the construction by the Bombay Government of this railway as a Provincial undertaking, arrangements were in progress to start work without delay. The line is to be constructed as a light surface line with only such works as are indispensable. The road will be laid with second-hand 60 lbs. rails obtained from the North Western railway. The total length of the projected line is $77\frac{1}{2}$ miles, but for the present it is intended to build only the portion from Gidu Bandar, near Hyderabad, to Sadipalli, near the Mithrao Canal, a distance of $58\frac{1}{2}$ miles. The line, when completed, will be worked by the North Western railway.

East Coast Railway (Standard gauge).

24. Earthwork was in progress in the Ellore, Tuni, and Vizagapatam divisions. In the Tuni and Vizagapatam divisions the foundations of some of the bungalows and minor bridges were commenced; and the collection of material and ballast was in hand. Until a decision is come to regarding the new alignment, no work can be done in the Rajahmundry division.

An estimate amounting to Rs. 44,26,000 for the Kistna bridge, with its training works and approaches, was provisionally sanctioned by the Government of India in September 1890. The bridge is in continuation of the present alignment of the Bezvada terminus of the Bezvada extension railway, and is located half a mile below the anicut, from which the river will be trained between the abutments of the bridge.

The bridge will consist of 12 spans of 300 feet girders. The foundations of the piers will be formed of double octagonal wells united along a common side. The design proposed for the girders is of the Whipple-Murphy type, with a double system of triangulation and a depth of 30 feet. The bridge will carry a metre as well as the standard gauge line, and provision will be made for a cart-way and foot traffic. Actual work on the bridge itself was begun at the end of December. By the end of March 230 feet of double well had been built and 150 feet sunk, and it is expected that five wells will be completed during the current working season. The southern training work was nearly finished, and the approaches, including the two canal bridges, three spans of 100 feet and four spans of 60 feet, were in progress. The length of the link between the Southern Mahratta railway and the junction of the East Coast with the Bezvada Extension railway in which the Kistna bridge is situated, is about $3\frac{1}{2}$ miles.

Mu Valley State Railway (Metre gauge).

25. Of the 150 miles sanctioned from Myohoung to Kawlin, the earthwork was finished, bridge masonry about one-third finished, 40 miles of rails laid, and the track ballasted for 60 miles. Staff quarters were entirely finished, and station buildings very nearly so. The pontoons and landing stages for a steam ferry were almost ready, and railhead was advancing steadily at the rate of 4 miles per week.

Work north of Shwebo was progressing favourably until the middle of February 1891, when the insurrection in Wuntho suddenly broke out and the railway buildings, tools and plant, &c., at Kawlin and Kyungon stations were burnt. A panic having set in amongst the workpeople, the third construction division and half of the second division were entirely denuded of labour, and all carts having been impressed for military transport, the works on these two divisions were brought to a stand-still.

This will seriously affect the present season's progress, as there is practically no resident population on 60 miles of this length, and it may take a long time to bring the labour back. The same cause prevented the newly sanctioned extension from Kawlin to Gyodoung from being commenced.

Great Indian Peninsula Railway (Standard gauge).

26. The rail level over the Abna bridge was being raised, and that over the other bridges, which infringe standard dimensions, is to be raised.

Additional sidings, platforms, waiting rooms, &c., were being provided at the Victoria Terminus, Bombay.

Arrangements having been satisfactorily completed at Byculla for the diversion of the Vehar Main from the site of the new station, work on this was resumed, and was being pushed on with vigour. Work on the extension of the Byculla locomotive yard was in progress.

The enlargement and remodelling of the Thána station, together with the provision of a foot-bridge, were in progress.

The works in connection with the junction with the Southern Mahratta railway at Poona were nearing completion. The bund road overbridge was finished, and brought into use during the year. The lowering of the line at this point was also effected. Fair progress has been made in the new Great Indian Peninsula railway local goods yard at Poona.

The various alterations and re-arrangements at Nágpur station, due to the junction between the Great Indian Peninsula and Bengal-Nágpur railways, were in progress during the year.

Bombay, Baroda and Central India Railway (Standard gauge).

27. The work of raising the rail level over the old type Warren girders, which infringe standard dimensions, made satisfactory progress during the year. The reconstruction of the Watruck bridge was completed.

The new station, waiting-shed, and porters' quarters at Vedcha were finished.

A goods platform and siding have been provided at Itola.

Works in connection with the junction arrangements for the Gaekwar's Petlád railway at Anand were in progress. The post office for the railway mail service was finished.

A large carriage-shed, with sidings, has been built at Ahmedabad, and the work of improving and completing the junction arrangements with the Rajputana-Malwa State railway has been taken in hand; also that of improving the water-supply from the Sábarmati river, including a new pumping engine and house at the Sábarmati bridge.

Various works in connection with the junction of the Gaekwar's Mehsána line at Viramgam have been carried out, and others were in progress.

Madras Railway (Standard gauge).

28. The new bridge of 15 openings of 131 feet over the Pápaghni river has recently been commenced to replace the present bridge of twenty 64-foot openings which was condemned in 1874. The girders and cylinders of the new structure will be similar to those of the Chitrávati and Pennér bridges.

The bridge at mileage $2\frac{58}{10}$, north-west line, which consisted of four openings of 64 feet, was so damaged by heavy floods in October 1889 that a reconstruction of a large portion of the work was necessary. The sinking of the wells and cylinders was attended with great difficulty, as 40 feet lay in a stratum of large boulders, which was pierced by using small charges of dynamite.

The south-west line was breached on two occasions in the 61st mile by the bursting of the Talangai tank. To avoid a repetition of the accident, the tank has been abandoned, the line for a length of 4,112 feet has been raised about one foot and a half, the bank revetted with dry stone, and an additional bridge of 30-feet span has been built where the line crosses the lowest point of the valley.

Extensive junction works were approaching completion at Kátpádi station, where the Villupuram-Guntakal State railway connects with the south-west line. The works are costly owing to the confined nature of the ground available for extension purposes, and to the presence of surface rock necessitating the goods shed being located at some distance from the station.

As many of the transverse wooden sleepers of the Tungabhadra bridge at mileage 332½, north-west line, as required renewal were taken out, and the new type of permanent-way with rolled iron cross beams substituted.

New platforms were built, or existing platforms lengthened, at Chinnamápét, Thinnapatti, Erode, Karáimadaí, Edakkolam, and Kadalundi on the south-west line, and at Timmanacherla and Kôsgi on the north-west line. Through sidings were completed at Sholinghur, Arcot, Kuppam, Sámalpati, Mallápuram, Vijayamangalam, Mórappúr, and Shoranur.

Delhi-Umballa-Kalka Railway (Standard gauge).

29. This railway was practically completed during the year, and handed over for working to the East Indian Railway Company from the 1st March 1891. The construction, however, of certain additional works required for the proper working of the line and the work of maintenance still remains with the Delhi-Umballa-Kalka Railway Company.

Rohilkhand-Kumaun Railway, Company's section (Metre gauge).

30. A tonga shed at Káthgodám was completed. An extension to the goods shed at Káthgodám was put in hand, and a goods shed at Ranikhet for the Company's carting agency at that station was nearly completed.

Darjeeling-Himalayan Railway (2' 0" gauge).

31. New transfer and local goods sheds have been completed at Siliguri by the Eastern Bengal State railway, and are now in use under the terms of the joint working agreement.

A new station building has been completed at Sukhna.

Alterations and additions have been made in the station shed at Tindhária, and additional quarters have been provided for native workmen attached to the workshops. The erection of a coal shed has been sanctioned, and the work has been completed.

A new station building was in progress at Darjeeling. A goods shed at the bazaar had almost been completed.

Bhopal-Itársi Railway (Standard gauge).

32. Good progress has been made on the new station of Midghât on the Bhopal Ghâts.

The ghât between Budni and Barkhera has been re-sleepered with Indian Midland railway pot sleepers in place of the old jungle wood sleepers.

Additional ashpits and water cranes were in the course of erection at Hoshangabad and Barkhera.

The Gaekwar's Dabhoi Railway (2' 6" gauge).

33. No work of importance was done except the rebuilding of two culverts.

The extension from Báhádarpur to Bodeli was completed and opened on the 16th June 1890.

The Gaekwar's Mehsána Railway (Metre gauge).

34. Another of the Gaekwar's lines finished during the year was that from Mehsána to Viramgam.

On the Mehsána-Patan branch the works were well advanced, and the line is expected to be ready for opening by the end of June 1891.

The Gaekwar's Petlad Railway (Standard gauge).

35. This line was completed during the year, and a goods shed and platform were being built at Agás station.

Kolhapur Railway (Metre gauge).

36. Construction work was practically finished on this line, which has been built by the Kolhapur State. The line will be worked by the Southern Mahratta Railway Company.

Jodhpore Railway (Metre gauge).

37. Three culverts were put in and some staff quarters at Jodhpore completed.

Bhavnagar-Gondal-Jundargarh-Porbandar Railway (Metre gauge).

38. On the Gondal-Porbandar length the locomotive watering arrangements were completed during the year. Permanent mile-posts were also erected throughout.

The Gujar bridge, consisting of four spans of 30 feet arches, was completed and brought into use. Flood protection works have been provided at the Madwanti bridge and other exposed points.

A number of staff quarters were completed at Jetalsar, and a good many others were still under construction.

The Dock Estate reclamation having been completed, the railway sidings and platform were put in at Verával, and opened on the 1st December 1890.

Morvi Railway (2' 6" gauge).

39. A diversion was being made at the 64th mile with a view to remove an awkward kink in the line.

Jodhpore-Bikanir Railway (Metre gauge).

40. Sixty-four miles of this railway were practically completed and were ready for opening.

Between Merta Road and the Jodhpore-Bikanir boundary the earthwork was completed, and about half the ballast collected. There is no bridging of importance, but the necessary culverts have been built. The stations and staff quarters were completed.

In Bikanir territory 30 out of 45½ miles of earthwork was completed, and ballasting has been commenced. Station buildings were not begun.

The platelaying was about to be commenced at Merta Road, and will reach Bikanir probably early in August.

CHAPTER III.

Lines under survey or projected.

East Indian Railway (Standard gauge).

The only survey taken up for short feeder lines during this year in connection with the East Indian railway, and lines worked by it, for which sanction has been accorded, is for an extension to serve the collieries beyond the Barákar river. Some preliminary surveys have also been made in connection with proposals for new branch lines.

Surveys between Calcutta and Moghal Sarai (Standard gauge).

2. During the year the estimates of three projects for connecting Calcutta with the North-West have been received and considered.

Western Bengal Project.—For a line connecting Moghal Sarai with Magra station on the East Indian railway *via* Gya, Baidyanáth, and Soory, with an alternative line from Cutwa to Ránaghat on the Eastern Bengal State railway.

The estimate for this line is as follows :

		Miles.	Rs.
Moghal Sarai to Sasseram. ...	...	62.34	90,41,720
Sasseram to Gya ...	...	66.97	1,06,40,067
Gya to Baidyanáth ...	...	121.99	1,39,88,708
Baidyanáth to Magra ...	...	178.48	2,04,71,935
TOTAL	...	429.78	5,11,42,430

The ghát section on this line is reached 29 miles from Gya. On this section (15 miles) a nominal gradient of 1 in 100 is combined with 4° curves. A banking engine would probably be necessary to assist heavy engines up the ghát.

Grand Chord Project.—For a line connecting Moghal Sarai with Barákar.

The estimate for this line is as follows :

		Miles.	Rs.
Moghal Sarai to Barákar ...	...	268.8	3,62,94,311

(i) The first and second sections, *viz.*, from Moghal Sarai to the east bank of the Sone river, are common to this, to the Western Bengal, and to the Moghal Sarai-Howrah projects.

(ii) The third or Sherghotty section is from the right bank of the Sone river to the foot of the ascent to the Hazaribagh plateau. This differs but little from the corresponding portion of the Western Bengal project through Gya as far as the foot of its ascent.

(iii) The fourth or ghát section contains the serious difficulties on this alignment. In a country covered with heavy jungle, however, and cut up by deep ravines, it was impossible to obtain even approximately the best alignment in a single season. The curves adopted were too easy for such difficult country, and in consequence a most formidable quantity of work is shown on the sections.

The result is that this ghát length is estimated to cost Rs. 3,85,000 per mile, and this is not considered excessive considering the nature of the section taken.

(iv) From the top of the ghát to Barákar the line traverses a very undulating country, and the works would be considered heavy works on most railways in India. It is possible, however, that with more investigation the works could be made much easier.

Moghal Sarai-Howrah Project.—For a line *viâ* the Koel Valley, and following the general alignment of the Benares-Cuttack Project to Purulia; thence *viâ* Desura to Hooghly or Howrah.

The estimate for this line is as follows :

Moghal Sarai *viâ* the Koel Valley to Howrah, 454·55 miles, Rs. 5,43,10,058.

The sections of the southern alignment of the length from Moghal Sarai to the Sone river are those of the Benares-Cuttack Project. It seems, however, desirable to keep the alignment closer to the Grand Trunk Road, and this appears to promise a better line, which is accordingly being surveyed.

Alternative alignments have been surveyed for the section from the Sone river to Daltonganj.

1st, *viâ* Chutterpore, length 59 miles, cost Rs. 64,54,558.

2nd, *viâ* Koel Valley, „ 67½ miles, cost Rs. 67,17,983.

A comparison of the two alignments proves conclusively that the Koel Valley route is the best.

Several trial sections were taken on the length from Daltonganj to Purulia or Chandil, and the district seems to have been very thoroughly explored.

A line direct from Purulia to Howrah or Hooghly would have to cross the Damuda river with its wide spill, its enormous floods, and its tendency to desert its present bed; the cost of crossing this river and its spill flood, a distance of about 6¼ miles, being estimated to cost 47½ lakhs of rupees.

The best approach of the Bengal-Nágpur railway to Howrah might, it is thought, be from Sini and not from Purulia. This line would have the further advantage of falling in with the Midnapur-Cuttack scheme for the East Coast railway.

In order to complete the information at the disposal of the Government of India, further surveys were ordered to be carried out during the past cold weather for a line from Moghal Sarai *viâ* the Koel Valley to Daltonganj, including the preparation of a complete project for a bridge over the Sone river, and for a line from Sini on the Bengal-Nágpur railway to Midnapur, as well as a survey and flying section from Midnapur to Cuttack.

The results of these further surveys reported at date are as detailed below :

The country north of the Grand Trunk Road between Moghal Sarai and Daltonganj. Dehree was examined, and, though subjected to heavy and extensive spills from the Kurrumnasa and Dongowtee rivers, it was nevertheless considered practicable within reasonable cost to construct a railway along this alignment, which has therefore been surveyed and staked out. This route, passing as it does through a thickly populated and richly cultivated country, will better serve the requirements of trade than the alignment adopted by the Benares-Cuttack railway survey in 1883-84, which ran through a virtually barren tract of country skirting the foot of the Khymne Range of hills south of the Shahabad district.

The site for a bridge over the Sone river has been carefully selected two and a quarter miles above the canal anicut, and the borings made in the Sone river, which are nearly completed, indicate that good foundations for the bridge will be obtained from 60 to 65 feet below low-water level of the river.

After crossing the Sone river, the projected railway to the Daltonganj coal-field turns sharp to the south, and follows the right bank of the Sone and Koel rivers to its termination in the coal-field. Easy working grades in favour of the coal traffic along this length have been obtained with light work.

A second trial survey of the line from Sini to Howrah, between Sini and Midnapur, about 100 miles, has been made with a view to improving last season's alignment, and the field work has been completed.

A trial survey was run from Midnapur in the direction of Cuttack, joining on to the Benares-Cuttack Railway Survey at the Brahmini river, and connecting that survey also with the proposed crossing of the Mahanuddy river at Naraj near Cuttack. The length of this trial survey is about 160 miles.

A trial survey was commenced between Goomoo and Gotan, connecting the Western Bengal railway survey with the Purulia-Hooghly survey of last season. Work was stopped in January under orders of Government, and the staff transferred. A party from the Midnapur-Cuttack survey has, however, run a trial line from Adra station to Gotan about 90 miles.

Bengal-Nágpur Railway (Standard gauge).

3. A survey as far as Sambalpur from Sambalpur Road station has been made.

Jubbulpore-Gondia Railway Survey (Standard gauge).

4. A reconnaissance was made for a line of railway on the standard gauge connecting Jubbulpore with Gondia on the Bengal-Nágpur railway.

The results showed that the cost per mile would be high and the traffic prospects poor. It was, therefore, decided not to proceed with a detailed survey.

Rajputana-Malwa State Railway (Metre gauge).

5. During the year under report, the Bombay, Baroda and Central India Railway Company carried out a survey of a chord line from Rewári to Phulera.

Palanpur-Deesa Railway Survey (Metre gauge).

6. This line, about 18 miles long, was surveyed during the year, and His Highness the Dewan of Palanpur has undertaken to contribute half the cost of the line. Sanction is awaited to commence work.

Bezváda-Masulipatam Railway Survey (Standard gauge).

7. The Madras Railway Company has undertaken the survey of a standard gauge line from Bezváda to Masulipatam, a distance of 50 miles. The construction of this line is desirable both from a famine protective as well as from a remunerative point of view. The field work in connection with this survey was only completed in March 1891. The line may possibly be constructed with a mixed gauge.

South Indian Railway, Hindupur branch (Metre gauge).

8. Surveys of the eight miles between Hindupur and the junction with the line from Bangalore at the frontier of the Mysore State and a re-investigation of the remainder of the line to Hindupur, in order to determine whether any alteration in the alignment was desirable, have just been completed.

Madras-Gúdúr Railway Survey (Standard gauge).

9. The preliminary survey of a line, 86 miles in length from Madras to Gúdúr, a station on the Nellore branch of the South Indian railway, was commenced by the Madras Railway Company on the 1st October 1890, and completed on 15th December. This scheme involves the conversion of the metre gauge line between Gúdúr and Nellore to standard gauge. The ruling gradient will not exceed 1 in 154 and the maximum angle of curvature $2^{\circ} 10'$. The line is estimated to cost Rs. 72,326 per mile for the new work and Rs. 49,829 per mile for the conversion of the metre gauge length.

Nellore-Guntúr Railway Survey (Standard gauge).

10. The survey of a line from Nellore to Bezváda, a distance of $163\frac{1}{2}$ miles, with an 18-mile branch to Guntúr, was sanctioned last year, and completed in September. The alignment throughout has been permanently fixed by the erection of masonry pillars at intervals of about half a mile, and at the points of tangent intersections. The ruling gradient will be 1 in 100 and the maximum

radius of curvature $1^{\circ} 19'$ (or 4,356 feet). The original estimate was based on a length of 175 miles, and amounted to Rs. 1,90,77,226, or Rs. 1,09,013 per mile; but from a later report the cost of the line has been reduced to Rs. 1,49,47,275, or Rs. 85,413 per mile.

The lines surveyed between Madras and Bezvada are intended to form part of a scheme by which direct railway communication between Madras and Calcutta will eventually be established.

North Western Railway (Standard gauge).

11. In consequence of frequent breaches on the Quetta loop (Bostan line), surveys are being made for a permanent high level line down the pass placed above the reach of floods, and for the revision of the Mushkaf valley route. A portion of the high level line between Hirok and Kolpur, which was lately constructed, is also being re-surveyed, the experience of the last floods having shown the necessity of altering the alignment in some places.

The Kabul river survey was commenced in February 1890 with a view to test the feasibility of an extension of the North Western railway from Peshawar towards Jellalabad. The results show that the first 16 miles of the line from Peshawar to Ursak would be comparatively easy work, but that the work from Ursak to Narai, 21 miles, would be extremely heavy, the river in this place running through a narrow gorge necessitating much heavy cutting, many bridges, and 15 tunnels aggregating 6,804 feet in length. Beyond this the valley widens out and the work becomes lighter. It is estimated that the line from Peshawar to Dakka, 55 miles, would cost about $2\frac{1}{4}$ lakhs per mile.

Hyderabad-Umarkot Railway Survey (Standard gauge).

12. The survey of this railway has been completed for a surface line of the cheapest possible description on the standard gauge. The length of the line, which terminates at a point on the right bank of the Nara river, 16 miles north-west of Umarkot, is $77\frac{1}{2}$ miles.

Zhob Valley Railway Surveys (Standard gauge).

13. The following is a detail of the various lines which have been surveyed, and length surveyed exclusive of trial lines:

- (1) Surveys of the lines to connect the Mehterzai-Kotal with (a) Kachh, (b) Khanai, and (c) Shirinao station on the Sind-Pishin line *via* Yusuf Kachh, the Gwal valley, and Surkhab valley respectively—
 - (a) *Mehterzai-Kotal to Kachh Kotal, 35 miles.*—This has just been commenced, and it cannot be said for certain how it will turn out.
 - (b) *Mehterzai-Kotal to Khanai, via Khanazin, 25½ miles.*—This takes off from the last line 12 miles from the kotal. The line for a 1 in 80 grade is much lighter than that for a 1 in 100 grade.
 - (c) *Mehterzai-Kotal to Shirinao, 54½ miles.*—The ruling gradient is 1 in 100. From miles 31 to 36 and 42 to 49 the work is heavy. The work on the remainder is easy.
- (2) One alignment between the Mehterzai-Kotal and Tor Khula (on the Zhob river west of, and about 6 miles from, Appozai).—From Sinakhund to Torkhulla some 11 miles work is rather heavy; an alternative line crossing the Zhob river twice gives an easier line. The work on the remainder is light.
- (3) Torkhulla to Kajuri Kachh *via* Zhob valley, 67 miles.—Though there is heavy work in places, nowhere is it excessive, the heaviest piece of work being between miles 18 to 22 and 51 to 58.
- (4) Torkhulla to Kajuri Kachh *via* Nawn Obu, Gul Kachh, and Gomal, 87 miles.—The descent from Nawn Obu Kotal to the Siritoi river is very steep: a 1 in 100 line has been obtained, which, though entailing heavy work in places, is on the whole a fairly good one. The first part from Gul Kachh down the Gomal river gives very heavy work.
- (5) From (4), where it crosses the Siritoi along the right bank of the Siritoi to the junction with Zhob valley line, 16 miles.—This is an alternative connecting (3) and (4), and is an easy line.

- (6) Gardao Nullah line connecting (3) and (4), 10 miles.—This connects line (4) about 12 miles from Gul Kachh, with line (3) at the junction of the Siritoi with the Zhob.
- (7) Kajuri Kachh to Murtaza, 27 miles.—This is the most difficult section, and includes about four miles of tunnelling and galleries.
- (8) Mouth of the Ghazimund river to Gardao plain *viâ* Ghazimund pass, 39½ miles.—This is a 1 in 50 line for the greater part of the way, and has not turned out satisfactorily. For about 15 miles there are heavy works : the remainder is easy.

Bikanir Desert Railway Survey (Standard gauge).

14. During the year a survey was completed for a railway on the standard gauge from Sufi Fakir on the east bank of the Nara river, 12 miles from Umarkot and 80 miles east of Kotri, to Delhi *viâ* Jaisalmer, Bap (a point 24 miles south of Bikanir), Charwastalao, Fatepur, Surajgarh, and Charki Dadri.

The Rewári-Ferozepore line is crossed 30 miles from Rewári.

The total length is 551·6 miles, and the estimated cost about Rs. 1,07,610 per mile.

The only river of any importance that is crossed is the Kantli, where it is proposed to put 30 spans of 40 feet, and, except Delhi, there are no stations of importance.

There would be great difficulties in places on account of the want of water.

The curves and gradients would generally be easy.

Kashmir Railway Surveys (Gauge undecided).

15. Of the four possible routes for a railway into Kashmir, *viz.*—(1) the Banihal; (2) the Poonch; (3) Jhelum valley, and (4) Abbottabad—a reconnaissance has been made of the last, and a detailed survey of the lower portion of the third route.

On the Abbottabad route, starting from Kala Ki Sarai, the first 20 miles to Haripur will probably be fairly level, but on the next 30 miles to Abbottabad there will be a steady rise of 1 in 70. From this the best line to Domel appears to be *viâ* Manseruh, the Lubani river, and Lohar Gali. The only large tunnel will be at Lohar Gali.

The Jhelum valley route starts from Chani, a few miles from Mandra station on the North Western Railway, and strikes the Abbottabad alignment near Domel. On this route a fairly straight line has been found with a ruling gradient of 1 in 100 compensated, and a steady rise to the crest of the Tapiala pass, from which a line descending with similar gradients to a moderate height above flood level near the Jhelum has been obtained.

Careful consideration of the Jhelum valley seems to show that a line with easy curves and low bridges just above 'flood level' would be the straightest, shortest, easiest, and cheapest that could be adopted; for the alignment crosses a great number of narrow deep streams and ravines running in at high inclinations, with sharp spurs between (the ravines getting deeper, and the spurs sharper and thinner as they recede from the river). If, therefore, a high level line were adopted, many tunnels, deep cuttings, and high banks and bridges would be entailed even in the case of a metre gauge line; while, with a broad gauge, the tunnels would be so long, the cuttings so deep, and the banks and bridges so high as to render the high level-alignment prohibitory.

Out of the 96 miles from Chani to Domel, about 30 miles remained to be surveyed.

The valley from Domel to Uri has been examined, and it is considered that the right bank is decidedly the more favourable for a line *viâ* Abbottabad, and that it must be surveyed along with the left bank before deciding whether it is not also the more favourable for any line to Srinagar.

Frontier Railway Surveys (Standard gauge).

16. In the Khusálgarh-Attock section of this project the line selected last year has been re-surveyed with a view to avoiding difficulties and risks in benching the cliffs of the Sakr Darra pass through the Kalla Chitta range.

A line that will be practically safe from landslips has now been found by making a carefully contoured map of the gorges bordering in the pass.

A careful survey of about 100 miles of the Indus basin shews that no suitable site for a bridge exists between Kalabagh, where the river debouches from the hills, and Paharpur, a market town some 20 miles north of Dera Ismail Khan, and abreast of the Shah Alam station of the Sind-Sagar line. From an engineering point of view, the upper bridge site is cheaper and safer than the lower, whose merits turn mainly on strategic questions.

Pending a decision in the Military Department on the question of the bridge site, a line to connect the lower site with the Zhob Valley Survey at Murtaza is being surveyed in sufficient detail to shew the cost of the project as a whole.

Lucknow-Jaunpur Railway Survey (Standard gauge).

17. The field work of a survey has been completed for a standard gauge railway from Lucknow *via* Rai Bareilly to Jaunpur.

Eastern Bengal State Railway.

(*Eastern and Southern sections, Standard gauge ; Northern, Assam-Bihar, and Dacca sections, Metre gauge ; Kaunia-Dharila branch, 2' 6" gauge.*)

18. There were no surveys of any great importance during the year. Branch lines from Sultanpur to Bogra and from Rungpore to Bari Darga were surveyed ; but the most important project in this respect is the connection of the Assam-Bihar section with Dingra Ghát on the Mahanuddy river, and its eventual extension to the important trade mart of Kissengunge, also on the Mahanuddy. Two alternative schemes are under consideration,—one starting from Purneah, running east, and the other from Barsoi to run north, along the high ground on the banks of the Mahanuddy. A complete project for one of these branches will, it is hoped, be shortly submitted.

A small branch from Dock Junction to Brace-bridge Hall, where a heavy coal traffic is anticipated, was also surveyed, and work will be commenced as soon as the land is made over.

The project for bridging the Ganges at Sara has been under consideration during the year. A considerable amount of information has been collected, and a Committee assembled in March to consider the feasibility of the work. Several borings to ascertain the nature of the subsoil between Raita and Damukdia were made during the year, and the results will be considered in connection with the project for the bridge.

Bengal Central Railway (Standard gauge).

19. No fresh survey was undertaken during 1890-91. The investigation of the most feasible route for connecting the Bengal Central railway with Taki by a light feeder tramway is still progressing, but has been delayed by the heavy work caused by the late floods.

East Coast Railway Survey (Standard gauge).

20. The field work of a survey for the East Coast railway was completed about the middle of April 1890, and the estimates amounted to Rs. 4,60,54,753, or Rs. 91,279 per mile. A portion of the line as first surveyed, however, was not approved, it being considered that the traffic of the rich populous and irrigated lands of the Godávari delta was not properly served, and that the railway was not in sufficient touch with the canal systems. Orders were consequently issued to re-align the railway from 12 miles out of Bezvada to Pithápuram at mileage 121. The alignment as far as Ellore at mile 45½ has been altered. The revised route practically removes the objections urged against the original alignment, but adds about 12 miles to the length and 14 lakhs to the cost. The East Coast line commences at Bezvada on the Bezvada extension railway, and terminates at Naraj, a village on the right bank of the Mahanuddy, about five miles above Cuttack. Its length as at first surveyed, including branches of 9·4 miles from Sámalkót to Cocanada and 7·24 miles from Gopálpattam to Vizagapatam, is 504½ miles. The first 145 miles

traverses a flat, rich, highly cultivated country, the remainder passing over undulating ground formed by barren hills, with rich valleys between them. The ruling gradient is 1 in 150, and the maximum angle of curvature 6 degrees.

Provision has been made in the estimates for a first class ferry over the Godávári. But the large bridges over the Kistna and Mahanuddy rivers at either end of the line will be provided for in a separate estimate.

Toungoo-Mandalay Railway (Metre gauge).

21. A survey was made for the first section up to Meiktila cantonment of a proposed branch line from Meiktila road station to Myingyan *via* Meiktila and Mahlaing. The detailed estimate amounted to Rs. 3,03,415 for the length of about 13 miles. The country beyond Meiktila was examined for some ten miles; very hilly intricate ground was met with, and it became evident that a line with moderate grades could be constructed through such country only at comparatively heavy cost. It was decided, therefore, to ascertain whether a line to Myingyan, branching off from the main line at a point further north than Meiktila Road, and passing through Natogyi, would not prove so much more favourable than the route *via* Meiktila and Mahlaing as to justify the abandonment of the latter.

The survey of a line from Samon was accordingly completed up to Myingyan. The alignment laid down involves no heavy earthwork, but a grade of 1 in 100 has been found necessary to surmount certain ridges. The height above mean sea level of Samon station is 370 feet, while Myingyan is 250. The summit of the watershed surmounted is 750 feet above sea level.

Mu Valley State Railway (Metre gauge).

22. The main line extension (about 135 miles) from the present end of the located line at Gyodoung to Mogoung and the branch to Katha, 14 miles long, had been roughly determined during the two previous seasons. Strong survey parties took the field in November 1890 in hopes of finishing the alignment this season. A 1 in 100 gradient had been pegged out down the difficult and precipitous gorge of the Thé torrent, and the previously projected tunnel at the Kyouktalone spur had been eliminated by means of an alternative line. A comparatively easy line from the crossing of the Meza river at Kyouktalone to Nahakoung junction had also been found through hitherto unexamined country. From Nahakoung junction to Mawlu northwards along the main line a better line than previously was also being got, and on the Katha branch a 1 in 60 gradient had superseded the former 1 in 40 trace up to the Petsut pass.

On the outbreak of the Wuntho rebellion, however, all parties were ordered to fall back on military posts until stronger escorts could be spared.

Broach-Jambusar Railway Survey (Gauge undecided).

23. The Bombay, Baroda and Central India Railway Company are carrying out a survey of this line for the Bombay Government. The line will be about 30 miles long. If the Baroda Darbar decide to carry their proposed Padra branch on to Jambusar, the Broach-Jambusar line is likely to be made on the 2' 6" gauge. Estimates are being taken out both for the standard and 2' 6" gauges.

Nadiad-Kapadvanj Railway Survey.

24. A survey is also being made for the Bombay Government by the Bombay, Baroda and Central India Railway Company of this proposed line, 27 miles in length.

Ahmedabad-Prantij Railway Survey (Metre gauge).

25. This project is for a metre gauge line from Ahmedabad to Prantij and on to Ahmednagar, altogether $47\frac{1}{2}$ miles. Detailed surveys have been carried out by the officers of the Bombay, Baroda and Central India Railway Company

of the route *viâ* Dabhora, passing about $1\frac{1}{2}$ miles from Sadra. No decision has yet been come to regarding the rival claims of the alternative alignments *viâ* Dabhora and *viâ* Dehgaum, and the question of the provision of funds is also awaiting settlement.

Ahmedabad-Dholera Railway Survey (Metre gauge).

26. The syndicate that is promoting this project has carried out the necessary survey. The conditions to be attached to the concession for the Dholera line, especially as regards the use of Whittle Bandar by the Company, are under the consideration of the Local Government. The Agent, Bombay, Baroda and Central India Railway Company, has recommended his Board to stock and work the line, if made, for 50 per cent. of the gross earnings. The length of the line will be 78 miles from Sâbarmati to Dholera.

Bombay and South Coast Railway Survey (Gauge undecided).

27. The original scheme, which was for a railway on the metre gauge extending southwards to the Goa frontier, has been modified. The survey of the first section of 50 miles from Mumbra on the Great Indian Peninsula railway to Nagotna in the Kolaba district is being taken up as a separate project. The survey of these 50 miles was commenced in February 1891, and is being carried out for alternative projects on the standard and metre gauges.

Tinnevelly-Quilon Railway (Metre gauge).

28. Negotiations are still in progress with an English Company for the construction and equipment of a line from Tinnevelly on the South Indian railway to Quilon in Travancore. Nothing definite has yet been settled.

Nilgiri Railway (Gauge undecided).

29. The survey for a railway between Mettupâlaiyam and Coonoor was resumed in September 1890 in order to ascertain whether a line on a grade of 1 in 15 could be constructed for the capital of the Nilgiri Railway Company. A trial and other lines have been run. The length of the ghât portion of the line is 704 chains, and has a uniform gradient of 1 in 15, or 6.66 per cent., with 45 chains level, but reductions in length are expected. From the foot of the ghât to Mettupâlaiyam the distance is 4.09 miles. The height of Coonoor bridge above mean sea level is 5,600 feet, the foot of the ghât 1,200 feet, and the height of Mettupâlaiyam 1,074 feet.

The average slope of the hill side is about $1\frac{1}{2}$ to 1, and is sometimes as steep as 1 to 1. The lower down the hill, the more rough and broken is the country, and from Burliyâr to the foot the whole mountain side is dense bamboo jungle.

The Gaekwar's Vishvâmitri-Padra Railway Survey (2' 6" gauge).

30. The Baroda Darbar having expressed a desire to construct a line from Vishvâmitri to the town of Padra, the Bombay, Baroda and Central India Railway Company are making a survey of the proposed branch, which may eventually be extended to Jambusar.

Jodhpore-Bikanir Railway (Metre gauge).

31. The survey of the line between Merta Road and Kuchawan Road station on the Rajputana-Malwa State railway has been nearly completed.

CHAPTER IV.

Collieries.

*Kurhurbaree and Serampore Collieries.**

These collieries are worked in connection with the East Indian railway, and the entire supply of fuel for that railway system is drawn from them.

The total output for the year 1890-91 amounted to 331,950 tons.

The output recorded in the Administration Report for 1889-90 was that for the calendar year 1889, and was 295,710 tons. The periods do not, therefore, correspond.

The cost of output was approximately Rs. 1-11-3 per ton at the collieries.

The fire previously reported on in shaft 11 A at Serampore still continues, but is well under control.

Jubilee pit No. 1 was 298 feet deep, with permanent pumps to the feeder at 220 feet.

Jubilee pit No. 2 has been sunk to a depth of 450 feet, and work is suspended. It is now the deepest pit in India, and has a considerable distance yet to go to reach coal.

There were 3 fatal, 9 serious, and 86 slight accidents during the year.

The health of the work people has been good.

The actual Capital outlay on the collieries to the 31st March 1890 amounted to Rs. 7,61,555, and the expenditure during the year 1890-91 to Rs. 17,945;* the total outlay to the 31st March 1891 being Rs. 7,79,500.

Eastern Bengal State Railway.

2. The Darjeeling coal fields between the Lisie and Ramthi rivers were explored during 1889-90 by Mr. Bose of the Geological Survey, and it was decided on his report to test the fuel and ascertain its value as a steam coal; but difficulties of transport and want of labour prevented the supply of the quantity required by the end of the year.

Warora Colliery.

3. The total output during the year 1890-91 amounted to 142,673 tons against 116,000 tons in the previous year, thus shewing an increase in output of 26,673 tons due to increase in demand generally.

The approximate receipts during the year amounted to Rs. 6,54,448 and the approximate expenditure to Rs. 4,64,296, thus showing a net gain of Rs. 1,90,152, equivalent to a return of 11·70 per cent. on an approximate capital of Rs. 16,25,808.

A heavy fall took place in the roadway between Nos. 2 and 3 seams under the fire-area in No. 2 seam, and the fallen coal caught fire. The roadway was being arched at the time, and it was with great difficulty that the fall was removed, the arching completed, and the valuable road, being the return air-way round the fire stoppings, saved. From time to time the stoppings round the fire-area became hot, but a careful watch was exercised, and no serious outbreak of fire, except the one just mentioned, took place during the year.

The following operations have been undertaken, or have been continued, during the year.

The connection between Nos. 1 and 3 pits by a stone drift has been pushed on, and there remained only 55 feet to reach No. 3 pit.

The old bottom in No. 2 seam of No. 1 pit has been taken out, and the pumps at No. 1 pit were in course of being lowered.

No. 9 pit.

A borehole has been put down to No. 26 rise, No. 10 level, No. 3 seam, No. 5 pit workings in order that the No. 9 shaft may be sunk dry. This shaft will be used as a ventilating

* The accounts for February and March 1891, not having been closed, the expenditure included for these months is approximate.

shaft, and also for the passage of ropes actuated by an engine on the surface. This engine will drive an endless rope-haulage system underground which is required, as the workings now spread for more than 2,000 feet from the pit bottom.

Two boreholes, F 2 and G 2, have been put down during the year in order to locate the best position for a pumping shaft, &c., to win the coal to the dip. Both these holes were sunk on the south-east edge of the field, and more holes are required to gain the desired information.

A steam winch was taken out of stores, mounted on truck, and erected in the workshops to facilitate the boring operations of the Warora colliery.

Four fatal, 17 severe, and 11 slight accidents occurred during the year.

The Capital outlay on the Warora colliery to the 31st March 1890, as revised, amounted to Rs. 16,08,409. The approximate expenditure during the year 1890-91 was Rs. 17,399, making the total outlay to the 31st March 1891 Rs. 16,25,808.*

Mohpani Colliery.

4. The output of coal for the year 1890 was 5,529 tons. This shews a decrease in the output of 12,565 tons as compared with the output for the year 1889. The reason for this reduction in output appears to have been due to nearly all the galleries in the whole coal, having come to an end, being faulted out against the fault or sandstone bank that has every where been met with towards the Mulpee plain.

The bulk of the output for the year has been obtained from what are called the "South river workings," and has been got from Nos. 1, 2, 3 and 4 seams. All of these are connected with one another most curiously owing to the faulty nature of this small area.

A "Capell" fan was erected at the No. 1 staple near the end of the bridge for ventilating the Helen pit and South river workings.

The dams in No. 1 seam Helen pit have been completed, and water filled in behind them to prevent the extension of the fire which occurred in April 1889 in the faces of some roads and headways on the east side of the main north-west cross cut, and these dams have had the desired effect of stopping the further progress of fire.

At the Helen shaft walling was being put in to get past No. 2 seam for the purpose of sinking the pit to the portion of the Nos. 3 and 4 seams still standing whole.

Owing to two or three extra feeders of water having been met in the various drifts into the stone, it was found necessary to put into the Helen pit an eight inch lifting and forcing set of pumps to contend with the water during further sinking operations, and, when this set of pumps has been put in, the process of sinking will be proceeded with.

The only output that can now be expected from these mines, until some further tract of coal is discovered, is the yield from the working out of the pillars, and the small area of Nos. 3 and 4 seams before alluded to.

The output of the colliery during the year was—

Helen pit	...	...	...	...	Tons.
South river workings	...	...	...	...	262
Old fire workings	...	...	...	...	4,791
					476
				TOTAL	5,529

The sales and consumption at the colliery were as follows :

			Tons.	Rs.
Sales	...	...	4,228	35,673
Colliery consumption	...	...	1,301	10,974
Stock on hand	...	...	Nil	Nil
Total	...	...	5,529	46,647
Less last year's stock	...	...	Nil	Nil
TOTAL	...	...	5,529	46,647

* Includes actuals to end of December 1890, the accounts for subsequent months not being booked.

The Capital outlay on the Mohpani colliery during the year 1890 amounted to Rs. 8,588.

Umaria Colliery.

5. The output for the year 1890-91 amounted to 75,812 tons. Of this quantity, 56,060 was large and 19,752 tons small coal, shewing an increase in the output of 15,556 tons over that of 1889-90. 66,397 tons of coal were sold during the year, realizing Rs. 3,33,441.

The cost per ton of coal sold, the working expenses being Rs. 2,40,000, was Rs. 3-9-10.

The small coal as it comes out of the pit is unsaleable, but 50 per cent. of nuts are obtained from it by washing, the balance being composed of about 25 per cent. of debris and 25 per cent. of dust coal. The dust is unsaleable, and, after it has been lying stacked a short time, spontaneous combustion takes place, and it is completely destroyed. There was a considerable sale of washed nuts during the year, 9,343 tons being sold, realizing Rs. 41,093.

During the year the following contracts were in force :

			Tons.
Great Indian Peninsula railway	...	...	30,600
Indian Midland railway	...	...	31,182
Bengal-Nágpur railway	...	...	4,855
Other orders	...	...	4,729

and these were complied with to, within a small amount of the total requirements. Contracts have been again arranged with the Great Indian Peninsula railway and Indian Midland railway; and though no actual contract has been arranged with the Bengal-Nágpur Railway Company, they are being regularly supplied with from 600 to 800 tons per month.

The working faces have been extended very considerably. The average driving, though much better than it was a few years ago, has not increased much during the year.

Heavy feeders of water were met with in Nos. 9 and 7 roads; and as they overpowered the pumps, dams had to be built to cut the water off. The water has since been got under by means of a steam pump.

The sinking of No. 4 shaft has been completed, and a large Cameron pump has been put down, and found to work well. An engine house was cut out for this pump in the rock below the bottom seam. The winding engine at this pit has been erected, and two of the boilers are in position, and pipes, &c., connected. The third boiler is in temporary use near the shaft, and will be moved into position shortly.

The engine house and boiler sheds were finished, except the roofing.

The foundations for the pulley frames and heapstead were being gone on with, and the erection of these will shortly take place.

There were 5 fatal, 12 serious, and 42 slight accidents during the year.

The health of the place has been satisfactory on the whole, and every endeavour is made to improve and keep the sanitary arrangements satisfactory.

The Capital outlay on the Umaria colliery to the 31st March 1890 amounted, when adjusted, to Rs. 8,73,858. The expenditure during the year 1890-91 was Rs. 66,400, the total outlay to the 31st March 1891 being Rs. 9,40,258.

Singareni Colliery.

6. The output during the year 1890 has shewn a satisfactory increase, and up to the present has met the demands made upon it. It can be largely augmented by the opening out of new mines in the ample field that awaits development. The figures quoted below shew the rate of increase since active operations were begun :

						Tons.
1887	...	...	...	...	...	3,258
1888	...	...	...	...	...	13,382
1889	...	...	...	...	...	59,646
1890	...	...	...	...	...	125,486

During the past year attention has been concentrated upon the completion of all surface works in order to ensure a steady output of coal. A narrow gauge tramway has been put into good working order, and connects all the six mines

with a heapstead from which the coal is loaded into railway wagons. A small locomotive is used for the purpose of haulage. During the year one new mine has been opened out, and has for some months been yielding a good output. The underground workings in all the other mines have been largely extended, and no great obstacles have been met with in their development, the few small faults met with causing only a temporary check. The seam of coal worked averages about 5 feet 6 inches in thickness, and the workings require the use of very little timber to ensure safety, the roof of the mine being strong and safe.

The pillar and stall system of working is at present followed; but as yet no attempt has been made to remove the pillars; this will be done at a subsequent time, when the underground works are more developed.

The ventilation of each mine is separate, and ensures a plentiful supply of fresh air to the workers.

The workshops are now in a very efficient state, all work pertaining to tools and machinery being executed upon the spot. No additions have been made during the year, as the shops are very complete.

The health of the work people has been very good during the year. No epidemic has appeared among them, strict medical and sanitary supervision is exercised in keeping the native quarters in a clean and healthy condition. A large and substantially built bazaar of some 50 shops was erected by private enterprise. The men can now procure every necessary on the spot. The water-supply has been plentiful and of good quality.

The number of people of various classes employed was about 1,845.

The number of fatal accidents during the year was 3 and minor accidents 25.

The Indian Capital outlay on the Singarēni colliery during 1890 amounted to Rs. 1,19,250.

Dandot Colliery.

7. The total output during the year 1890-91 amounted to 38,701 tons against 31,992 tons in the previous year, thus showing an increase of 6,709 tons.

The following operations were undertaken during the year :

No. 1 South Main way was lined for a distance of 950 feet from the mouth.

Main travelling way.—This drift was pushed forward to 1,428 feet under great difficulties as to ventilation. After passing up through a series of hitches to a total height of 60 feet, the coal seam was again struck, and proved for a length of 57 feet. The coal was found to be of good quality, and the seam over 36 inches in thickness. Owing, however, to want of proper ventilating plant, the drift could not be pushed further.

By the 31st December 1890 the low level tunnel was pushed forward to 926 feet from the mouth, and lined with brickwork.

Thirty-two feet of the barrel at 700 feet in had to be renewed at a place where heavy falls had occurred.

The output from the main mine was principally from No. 1 South Main way.

Some half dozen outcrop mines, which were difficult to work, and the coal yield from which was inferior, were closed. The Pidh mine is likely to prove valuable.

Two fatal, 16 serious, and 14 slight accidents occurred during the year.

The amount sanctioned on block account, which was closed on the 31st December 1888, was Rs. 5,00,000. The Capital outlay to the 31st March 1890 was Rs. 4,45,180, and that during the year 1890-91 Rs. 7,085,* the total outlay to the 31st March 1891 being Rs. 4,52,265, but, owing to credits due to profits on the undertaking aggregating Rs. 1,21,069,† the net amount at debit of the colliery was only Rs. 3,31,196.

Khost Colliery.

8. The total output during the year 1890-91 amounted to 13,266 tons against 10,438 tons in the previous year, giving an increase of 2,828 tons.

* Represents the value of stores in hand required for working the colliery.

† Credits amounting to Rs. 21,869 for February and March 1891 included in this sum are approximate.

The output would have been larger but for the fact that during July, August, and September labour was scarce, and during November and December almost a collapse occurred through heavy and continuous rain, closing the mouths of all the outcrop workings and adits, and disturbing the hills generally.

Quarters for an assistant mining overman and huts for the workmen are being built at Khost, also two magazines for the storage of blasting material.

Ventilation by furnace has not proved successful, and orders have been given for a fan to be put up.

Coal of fair quality has been found near Kachh and Mudgorge, and small quantities were sent to Quetta for trial.

Two fatal, 2 serious, and 3 slight accidents occurred during the year.

The amount sanctioned for expenditure on block account is Rs. 1,00,000. The Capital outlay to the 31st March 1890 was Rs. 1,00,494, and that during the year 1890-91 Rs. 11,070, the total outlay to the 31st March 1891 being Rs. 1,11,564,* but, owing to credits of profits on the undertaking aggregating Rs. 84,082,† the net debit against the block account on that date was Rs. 27,482.

Khattan Oil Works.

9. The supply of petroleum for the use of the Chaman Extension railway was kept up during the year, a quantity of 119,500 gallons having been despatched from Khattan between the 1st April 1890 and 31st March 1891, making a total up to the latter date from the commencement of operations of 360,959 gallons.

The supply was smaller in this than in the previous year, and was due to the heavy rainfall of the year under review, and to the fact that existing wells are located in such a position that access is obtained to them by underground flows of water: to obviate this, a boring was started in January last 10 miles above Khattan, near a place called Wazi, and was carried down to a depth of 360 feet by the end of March.

No. 7 well was taken down to 1,130 feet, at which point boring had to be suspended owing to a heavy flow of water at a temperature of 117°F. being met with.

Borings 8, 9 and 10 were put down to depths of over 400 feet, and all three gave good shows of oil.

In order, if possible, to obtain petroleum at a point nearer the railway than Khattan, the Government of India in November last ordered a trial boring to be put down at Spintangi: this was commenced in January, and by the end of March the boring had reached a depth of 233 feet.

The other localities in Baluchistan (*e. g.*, Shoran, Kirta, and Spintangi), in which shows of petroleum have been observed, have not yet been prospected with the same thoroughness as Khattan. A boring is being made at Spintangi, but has not yet reached any great depth.

The capital outlay charged to the mineral oil works at Khattan to the 31st March 1890 amounted to Rs. 1,74,905 and the expenditure during the year 1890-91 to Rs. 30,500, the total outlay to the 31st March 1891 being Rs. 2,05,405.

The total net expenditure (actual and estimated) of the operations up to 31st March 1891, exclusive of cost of expenditure on materials for the proposed pipe line from Khattan to Kaura Duff and the road from Khattan to Bábar Kachh, was, however, about Rs. 4,30,000.

Petroleum in Assam.

10. A well 650 feet deep has been put down near the Digboi station of the Dibru-Sadiya railway, and oil found, which flowed freely. The crude oil from Digboi is reported to be capable of yielding at least 45 per cent. of a burning oil of practically as good a colour and high flashing point as the usual grades of American and Russian petroleum now being imported into the market.

* Includes estimated expenditure for February and March 1891 and amount of stores imprest.

† Includes value of coal shown as balance in hand not yet accepted by departments.

Daltonganj Coal Field.

11. The borings for coal to ascertain the economic character of the Daltonganj coal field are being made, and although well advanced are not yet completed. So far as borings have as yet been made, they seem to indicate that the field, though not so rich in coal as former reports declared, is perhaps still sufficiently promising to justify its development in the interest of the expanding industries and railways of the North-Western Provinces.

Eeb Coal Explorations.

12. The probable existence of coal near the Eeb river in the Sambalpur district fit for use in locomotives was discovered during the building of the Eeb bridge, Bengal-Nágpur railway, at Telanpali, situated about 30 miles to the north of Sambalpur in the Central Provinces.

The existence of coal in that part of the country was of course known previously, and the district had been reported on by Dr. King in the Government of India Geological Reports.

The general results of Dr. King's investigation were, however, considered unfavourable, and no further action was taken in prospecting for a good seam until the construction of the Bengal-Nágpur railway was taken in hand.

On the discovery of a seam of coal at the site of the Eeb bridge that was proved to be 16 feet in thickness, and some of which was used in the portable engines employed at the Eeb bridge and for other purposes, a sum of Rs. 5,000 was granted by Government for a further exploration of the field.

Borings were taken to prove the area of the coal, and the sinking of a shaft was commenced at the spot most suitable as indicated by the borings. This shaft is not yet finished, so the final report of the operations has still to be submitted.

Up to the present a large area of coal at reasonable depth has been proved. Its absolute quality by experiment has yet to be determined on the completion of the shaft.

The Assistant Engineer in charge of the operations reports as follows:

"The result of the borings lately taken to test the seam of coal found at the Eeb in the shaft sunk on the east bank seems to prove that—

There is a seam of carbonaceous matter over 30 feet thick extending pretty regularly over four miles along the outcrop, and from the regularity in thickness over long distances of the overlying and underlying rock, this seam must extend along the line of dip for a considerable distance (two miles or more) with a pretty even thickness throughout. The dip of the seam is very low, 15° at the most. In the Eeb shaft 16 feet of workable coal was met with, of which eight feet was of excellent quality. Taking the limit of really good coal (fit for working engines) throughout the seam at six feet, I should surmise that there is at least eight million tons of good workable coal available."

The total amount spent on the operations up to the end of March 1891 was Rs. 4,104.

13. The statement on the next page shows the quantity in tons of coal produced in India during the last eleven years.

Statement showing the quantity in tons of coal produced in India from 1880 to 1890.

Provinces	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
Bengal ...	988,565	980,203	1,038,872	1,300,957	1,257,392	1,123,700	1,186,802	1,319,090	1,380,594	1,541,356	1,626,245
Punjab ...	...	...	...	...	...	...	...	7,523	11,249	22,835	40,677
Central Provinces ...	31,928	67,527	91,370	115,019	121,833	119,116	117,287	128,981	157,768	144,465	137,022
Assam ...	...	...	...	...	16,493	43,707	70,859	89,302	101,528	116,676	145,708
Central India ...	...	...	...	...	2,100	7,698	13,539	15,497	41,530	52,956	77,842
Nizam's territory ...	...	...	...	...	...	...	...	3,259	13,382	59,646	125,486
Baluchistan ...	...	...	...	...	...	...	...	411	2,802	7,420	15,541
Total	1,019,793	997,730	1,130,242	1,315,976	1,397,818	1,294,221	1,388,487	1,564,063	1,708,903	1,945,354	2,168,521

CHAPTER V.

Stores and Rolling stock.

STORES.

Expenditure in England.—The total expenditure on State railway stores contracted for in England through the agency of the India Office was—

	£
A.—Iron bridgework	72,194
B.—Engineer's plant	10,448
C.—Workshop machinery	9,129
D.—Permanent-way	507,134
E.—Locomotive and rolling stock	314,007
F.—Station material and fencing	17,751
G.—Tools and stores	62,043
* TOTAL	992,706

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 5,29,300 and Rs. 40,084 respectively.

3. *Cost of establishment at Ports.*—The cost of the establishment maintained at Calcutta and Bombay was—

	Rs.
Calcutta	24,447
Bombay	1,325
TOTAL	25,772

4. *Ships employed.*—The number of ships employed in bringing out State railway stores, including stores procured for Native States lines, was—

	No.	Tons.	Approximate value of stores received at each port.
			Rs.
To Bombay	46	1,359	1,96,032
„ Calcutta*	91	22,949	31,06,714
„ Kurrachee	71	41,828	58,11,255
„ Rangoon	29	17,777	19,81,723
TOTAL	237	83,913	1,10,95,724

5. No losses of stores at sea occurred. The procedure hitherto adopted in dealing with such losses is, however, still in force, under which the State railway stores accounts will have been debited with about Rs. 1,11,000 for Insurance.

6. The value of imported stores held in reserve at Calcutta on the 1st of January 1890 was Rx. 22,958, and the balance at the close of 1890 was Rx. 6,189, showing a decrease of Rx. 16,769.

ROLLING STOCK.

7. The statement on pages 42 to 45 gives details of the number of locomotives and vehicles on the various lines at the end of 1889 and 1890; also the total capital cost of the stock.

* Includes one vessel which brought out 220 tons of stores to the value of Rs. 14,000 for the Kistna bridge, which were transhipped at Calcutta into coasting steamers for Madras ports.

Brakes.

8. During the year under review 57 locomotives and 178 vehicles on the North Western railway were fitted with the vacuum automatic brake gear, and passenger trains so fitted have been running on the Sind-Pishin section since November 1890.

On the East Indian railway it is proposed to fit up 18 engines and tenders and 87 vehicles with vacuum automatic brake gear and 34 vehicles with pipes only for working the Suburban and Viceregal trains; also to fit up 34 engines and tenders and 139 vehicles with vacuum automatic brake gear and 100 vehicles with pipes only for the chord and loop line mail trains, and joint stock for through service with the Great Indian Peninsula railway. The Agent has applied to the Board of Directors for sanction to these proposals.

On the Great Indian Peninsula railway 63 locomotives and 64 vehicles have been fitted with the vacuum automatic brake.

Two locomotives and fifteen vehicles are already fitted with the vacuum automatic brake on the Eastern Bengal State railway, and the Government of India having further sanctioned the fitting up of the Darjeeling and Goalundo mail trains as well as the local train service of the standard gauge section with the same, an indent for 11 sets of brake gear for engines and tenders, 80 sets for carriages, and 12 for brake vans is now under compliance.

On the Oudh and Rohilkhand railway the Government of India has sanctioned the provision of continuous vacuum automatic brakes for the locomotive engines and passenger stock used on the mail trains of the line. These comprise—

Locomotives and tenders	...	...	20
Passenger carriages	...	...	200
Brake-vans	...	...	25

But the work has been deferred until funds are available.

Couplings.

9. All standard gauge lines in India, with the exception of the East Indian, have screw couplings at both ends of all their passenger stock.

The East Indian Railway Company is now providing second screw couplings to the joint passenger stock of the East Indian and the Great Indian Peninsula railways as well as to postal vehicles.

The following lines have couplings at one end only of their goods stock :

- East Indian railway.
- Madras railway.
- Bengal-Nágpur railway.

On the Bengal-Nágpur railway second couplings are being provided to the goods stock.

The whole of the goods stock of the Great Indian Peninsula and the Bombay, Baroda and Central India railways have a centre chain coupling at each end.

Committee of Locomotive and Carriage Superintendents for India.

10. A Committee has been formed somewhat on the principle of the Master Car-Builders Association of America, composed of the Chief Locomotive and Carriage and Wagon Superintendents of the more important railways in India. Two annual meetings have been held—the first at Lucknow in December 1889, and the second at Bombay in December 1890,—and a great deal of useful work has already been accomplished.

The Committee was instituted specially with a view to the introduction of a system of standard patterns for the more common details and fittings required for locomotives and coaching and goods stock, and generally with a view to improvement in locomotive and carriage practice on all railways by the interchange of the experience of Superintendents of different lines, and the production of standard designs which should embody the results of that experience, for the benefit of Indian railways generally.

Eucalyptus fluid as a disin crustator for boilers.

11. Experiments have been made on the Chaman Extension, Eastern Bengal, North Western, and Oudh and Rohilkhand railways with a fluid extract of the leaves of the Eucalyptus to prevent and remove scale from boilers with satisfactory results so far in all cases; but the experiments are not complete, and are being continued.

Table showing the number and value of Locomotives and Vehicles on the various

Serial. No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		VALUE OF LOCOMOTIVES.		COACHING VEHICLES.		GOODS VEHICLES.	
		On the 31st December 1889. (See State- ment No. 18, page 91.)	On the 31st December 1890. (See State- ment No. 19, page 91.)	Number on the 31st December 1889.	Number on the 31st December 1890.	At the end of 1889.	At the end of 1890.	Number on the 31st December 1889.	Number on the 31st December 1890.	Number on the 31st December 1889.	Number on the 31st December 1890.
	STANDARD GAUGE.					Rs.	Rs.				
	State Lines worked by Companies.						(a ¹)				
I	EAST INDIAN (a) ...	1,659·87	1,752·43	576	576	1,83,88,346	1,83,87,846	1,218	1,218	8,954	8,954
II	PATNA-GYA ...	(57·20)	(57·20)	Worked	by the	East Indian	railway	...	...	...	...
V	BENGAL-NÁGPUR (c) ...	293·18	438·45	59	65	27,07,546	26,96,894	94	113	1,298	1,443
VI	INDIAN-MIDLAND (f) ...	734·46	734·46	93	92	24,33,080	25,50,574	233	269	(b)1,178	1,898
VII	BHOPAL-ITÁRSI (BRITISH SECTION)	(13·00)	(13·00)	Worked	by the	Indian Midland	railway	...	...	...	...
X	DHOND-MANMAD ...	(145·50)	(145·50)	Worked	by the	Great Indian	Peninsula	railway	...	...	...
XIII	BEZVADA EXTENSION ...	(21·47)	(21·47)	Worked	by the	Nizam's Guar	anteed State	railway	...	...	...
	TOTAL ...	2,687·51	2,925·34	728	733	2,35,28,972	2,36,35,314	1,545	1,600	11,430	12,295
	State Lines worked by the State.						(i)				
XVII	NORTH WESTERN (h) ...	2,467·71	2,477·48	592	590	1,61,73,531	1,62,95,579	1,479	1,507	9,794	9,811
XVIII	AMRITSAR-PATHANKOT ...	(64·79)	(64·79)	Worked	by the	North Western	railway	...	...	...	...
XIX	JAMMU AND KASHMIR (BRITISH SECTION).	...	(8·49)	Worked	by the	North Western	railway	..	...	...	...
XX	ODDH AND ROHILKHAND ...	692·55	692·55	156	156	37,28,951	37,28,951	409	439	4,369	4,371
XXI	EASTERN BENGAL (k) ...	356·00	374·30	92	98	(l)	(l) e	412	411	1,856	1,864
XXII	BENGAL CENTRAL ...	(125·01)	(125·01)	Worked	by the	Eastern Bengal	State r	railway	...	...	...
	WARDHA COAL ...	45·00	45·00	7	7	1,80,476	1,80,476	8	7	404	404
	TOTAL ...	3,561·26	3,589·33	847	851	2,00,82,958	2,02,05,006	2,308	2,364	16,423	16,450
	Lines worked by Guaranteed Companies.						(l)	(l)			
XXXII	GREAT INDIAN PENINSULA (m)	1,446·74	1,446·74	570	594	(l)	(l)	1,015	1,038	7,737	7,753
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (p).	460·90	474·25	127	127	(b)47,00,140	47,00,368	408	429	3,604	3,554
XXXIV	MADRAS ...	839·30	839·30	151	151	52,31,602	52,22,909	572	610	2,949	3,025
	TOTAL ...	2,746·94	2,760·29	848	872	99,31,742	99,23,277	1,995	2,077	14,290	14,332
	Assisted Companies.										
XXXVI	TARAKESHWAR ...	(22·23)	(22·23)	Worked	by the	East Indian	railway	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	...	...
	Lines owned by Native States and worked by Companies.										
XLII	KHAMGAON ...	(7·50)	(7·50)	Worked	by the	Great Indian	Peninsula	railway	...	...	...
XLIII	AMRAOTI ...	(5·50)	(5·50)	Worked	by the	Great Indian	Peninsula	railway	...	...	...
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	(44·11)	(44·11)	Worked	by the	Indian Midland	railway	...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE	350·67	350·67	30	30	10,08,225	10,08,225	100	109	639	654
XLVIII	THE GARKWAR'S PETLAD ...	...	(18·35)	Worked	by the	Bombay, Baroda and Central India	railway	...	...	...	...
	TOTAL ...	350·67	350·67	30	30	10,08,225	10,08,225	100	109	639	654
	Lines owned by Native States and worked by State Railway agency.										
L	RAJPUTRA-BHATINDA ...	(107·94)	(107·94)	Worked	by the	North Western	railway	...	...	...	...
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	...	(15·92)	Worked	by the	North Western	railway	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE ...	9,346·38	9,625·63	2,453	2,486	5,45,51,897	5,47,71,822	5,948	6,150	42,782	43,731

(a) Includes the Patna-Gya and Tarakeshwar railways, and the Asansol-Golkera section of the Bengal-Nágpur railway.
(a¹) Due to credits.
(b) Revised figures.
(c) Excludes the Asansol-Golkera section, which is worked by the East Indian railway.
(d) Gross expenditure, i.e., omitting credits on Capital Account.
(e) Decrease due to the write-back to revenue of the cost of repairing the rolling stock of the Bilaspur-Etawah railway formerly charged to Capital.
(f) Includes the Bhopal-Itársi railway.
(g) Fitted with simple vacuum brakes.
(h) Includes branch lines worked, but excludes lines temporarily closed or constructed, but not opened for traffic.
(i) Includes Rs. 98,065 on account of expenditure on the Bolan High level line not shown in last year's report.
N. B.—The mileages shown within brackets

No. 5.

lines, and the Rolling Stock fitted with continuous and continuous automatic brakes.

CRANES.		BRAKE-TANKS.		TOTAL NUMBER OF VEHICLES.		VALUE OF VEHICLES.		TOTAL VALUE OF ROLLING STOCK.		ROLLING STOCK FITTED WITH CONTINUOUS AND CONTINUOUS AUTOMATIC BRAKES.		Serial No.
Number on the 31st December 1889.	Number on the 31st December 1890.	Number on the 31st December 1889.	Number on the 31st December 1890.	Number on the 31st December 1889.	Number on the 31st December 1890.	At the end of 1889.	At the end of 1890.	At the end of 1889.	At the end of 1890.	Number of		
										Locomotives.	Vehicles.	
						Rs.	Rs.	Rs.	Rs.			
21	21	341	341	10,534	10,534	2,21,92,254	2,21,93,461	(b) 4,05,50,600	4,05,81,307	...	...	I
...	...	...	...	...	...	...	...	...	...	...	...	II
5	5	68	66	1,465	1,627	(d) 50,96,316	(d) 51,82,243	(d) 78,03,862	(d) 78,79,137	...	...	V
8	8	51	64	1,470	2,239	33,32,204	53,13,146	57,65,284	78,63,720	(g) 87	...	VI
...	...	...	...	...	...	...	...	...	...	...	...	VII
...	...	...	...	...	...	...	...	...	...	...	...	X
...	...	...	...	...	...	...	...	...	...	...	...	XIII
34	34	460	471	13,469	14,400	3,06,20,774	3,26,88,850	5,41,49,746	5,63,24,164	87	...	
41	41	503	513	11,817	11,872	3,62,60,897	3,70,74,085	(i) 5,24,34,428	5,33,69,664	(j) 57	(j) 178	XVII
...	...	...	...	...	...	...	...	...	...	...	...	XVIII
...	...	...	...	...	...	...	...	...	...	...	...	XIX
13	13	120	120	4,911	4,943	1,04,59,201	1,06,81,748	1,41,88,152	1,44,10,699	...	...	XX
4	4	63	63	2,335	2,342	(l) ...	(l) ...	85,22,390	87,18,752	(j) 2	(j) 15	XXI
...	...	...	...	...	...	...	...	...	...	...	...	XXII
1	1	4	4	417	416	6,66,045	7,62,083	8,46,521	9,42,559	...	...	
59	59	690	700	19,480	19,573	4,73,86,143	4,85,17,916	7,59,91,491	7,74,41,674	59	193	
46	46	586	586	9,384	9,423	(l) (b) 98,10,043	(l) 98,40,013	(n) 4,19,65,741 (b) 1,45,10,183	4,27,62,969 1,45,40,381	(o) 255 (g) 45	(j) 64 (g) 453	XXXII XXXIII
3	3	84	84	4,099	4,070	90,14,748	93,48,685	1,42,46,350	1,45,71,594	...	...	XXXIV
6	6	151	164	3,678	3,805	1,88,24,791	1,91,88,698	7,07,22,274	7,18,74,944	300	517	
55	55	821	834	17,161	17,298	...	...	...	...	...	...	XXXVI
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	XLII XLIII XLIV
2	2	44	44	785	809	16,03,156	17,70,832	26,11,381	27,79,057	...	...	XLV
...	...	...	...	...	...	...	...	...	...	...	...	XLVIII
2	2	44	44	785	809	16,03,156	17,70,832	26,11,381	27,79,057	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	L
...	...	...	...	...	...	...	...	...	...	...	...	LI
...	...	...	...	...	...	...	...	...	...	...	...	
150	150	2,015	2,049	50,895	52,080	9,84,34,864	10,21,66,296	20,34,74,892	20,84,19,839	446	710	

(j) Fitted with vacuum automatic brakes.
(k) Includes the Bengal Central railway.
(l) Value of engines and vehicles not recorded separately.
(m) Includes the Dhond-Manmád, Khámgaon, and Amráoti railways.
(n) Difference between these figures and those shown in last year's report is due to the inclusion of the cost of machinery, &c., of the Locomotive Department.
(o) Of these, 63 are fitted with vacuum automatic and 192 with single vacuum brakes.
(p) The figures for 1889 include the Pátri branch, and those for 1890 include the Gaekwar's Petlád railway and the Pátri branch.
(q) Decrease due to the sale of five old engines.
(r) Includes the Bezváda extension.

are not included in the totals.

STATEMENT

Table showing the number and value of Locomotives and Vehicles on the various

Serial No.	RAILWAY.	OPEN MILAGE.		LOCOMOTIVES.		VALUE OF LOCOMOTIVES.		COACHING VEHICLES.		GOODS VEHICLES.	
		On the 31st December 1889. (See statement No. 18, page 91).	On the 31st December 1890. (See statement No. 18, page 91).	Number on the 31st December 1889.	Number on the 31st December 1890.	At the end of 1889.	At the end of 1890.	Number on the 31st December 1889.	Number on the 31st December 1890.	Number on the 31st December 1889.	Number on the 31st December 1890.
	METRE AND SMALLER GAUGES.					Rs.	Rs.				
	State Lines worked by Companies.										
III.	TIRHOOT ...	619-00	698-53	105	100	20,20,496	20,20,496	322	322	2,039	2,039
	BENGAL AND NORTH-WESTERN										
	BAREILLY-PILIBHIT ...	(36-00)	(36-00)	Worked	by the	Rohilkhand-Kumaun	railway	...	...	...	...
VIII.	RAJPUTANA-MALWA (a) ...	1,699-56	1,699-56	415	414	72,91,809	(b) 72,78,419	1,292	1,292	7,244	7,254
XI	SOUTHERN MAHRATTA (b) ...	1,275-03	1,339-70	222	219	39,76,893	39,91,256	551	603	(c) 4,554	4,585
XII	SOUTHERN MAHRATTA, MYSORE SECTION ...	(296-00)	(296-00)	Worked	by the	Southern	Mahratta	railway	...	...	...
	VILLUPURAM-GUNTAKAL—										
	NELLORE-TIRUPATI SECTION	82-94	82-92	10	10	2,14,801	2,14,802	40	40	161	210
	VILLUPURAM-TIRUVANMALAI SECTION. ...	...	42-50	...	50	...	11,30,810	...	(f)	...	250
	TOTAL ...	3,706-53	3,863-21	752	793	1,35,03,999	1,46,35,783	2,205	2,257	13,998	14,338
	State Lines worked by the State.										
XVII	NORTH-WESTERN (g) ...	...	...	23	23	(e) 5,52,174	5,52,192	19	19	72	72
	LUCKNOW-SITAPUR-SERAMAU ...	104-59	104-59	13	12	2,67,597	(h) 2,58,001	64	64	255	281
XXI	EASTERN BENGAL (i) ...	515-41	514-61	74	80	13,69,575	14,67,488	312	332	1,659	1,804
XXIII	NALHÁTI ...	27-25	27-25	6	5	(j)	(j)	11	11	28	28
XXIV	CHERRA-COMPANYGANJ ...	7-50	7-50	4	4	43,934	43,934	4	4	139	139
XXV	JORHÁT ...	30-80	28-40	5	7	61,300	61,890	9	10	70	71
XXVI	BURMA (l) ...	553-00	556-00	107	107	(j)	(j)	523	524	2,803	2,803
XXVII	TOUNGGOO-MANDALAY ...	(220-00)	(220-00)	Worked	by the	Burma State	railway	...	...	...	...
	TOTAL ...	1,238-55	1,238-35	232	238	22,94,580	23,83,505	942	964	5,026	5,198
	Lines worked by Guaranteed Companies.										
	SOUTH INDIAN (m) ...	662-44	662-46	124	124	25,06,942	25,06,942	464	518	2,174	2,174
	TOTAL ...	662-44	662-46	124	124	25,06,942	25,06,942	464	518	2,174	2,174
	Assisted Companies.										
XXXVII	DEOGHUR ...	4-79	4-79	2	2	25,000	25,000	10	10	8	8
XXXVIII	ROHILKHAND-KUMAUN (n) ...	91-00	91-00	8	8	1,99,980	1,99,980	45	45	181	181
XXXIX	DARJEELING-HIMALAYAN ...	51-00	51-00	16	16	2,61,035	2,61,035	47	48	131	147
XL	DIBRU-SADIYA ...	78-00	78-00	11	11	(j)	(j)	14	14	378	519
XLI	THATON-DUYINZÁIK ...	8-00	8-00	3	3	(j)	25,000	8	8	37	41
	TOTAL ...	232-79	232-79	40	40	4,86,015	5,11,015	124	125	735	896
	Lines owned by Native States and worked by Companies.										
XLVI	THE GAEKWAR'S DABHOI ...	58-85	71-66	6	6	(j)	(j)	30	30	187	187
XLVII	THE GAEKWAR'S MEHSANA ...	(27-73)	(27-73)	Worked	by the	Rajputana-Malwa State	railway	...	...	...	...
	TOTAL ...	58-85	71-66	6	6	...	...	30	30	187	187
	Lines owned and worked by Native States.										
LII	JODHPUR ...	124-00	124-00	5	5	64,851	64,851	36	36	100	120
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR ...	328-98	329-16	28	33	6,10,795	6,23,686	144	176	800	864
LIV	MORVI ...	68-00	94-00	10	10	67,380	1,03,235	(c) 29	33	(c) 111	97
	TOTAL ...	520-98	547-16	43	48	7,43,026	7,91,772	209	245	1,011	1,081
	Foreign Lines.										
LVI	WEST OF INDIA PORTUGUESE ...	51-09	51-00	12	12	4,00,925	4,00,925	24	24	115	115
LVII	PONDICHERY ...	(7-85)	(7-85)	Worked	by the	South Indian	railway	...	...	...	...
	TOTAL ...	51-09	51-00	12	12	4,00,925	4,00,925	24	24	115	115
	TOTAL NARROW GAUGE ...	6,471-23	6,666-63	1,209	1,261	1,99,35,487	2,12,29,942	3,998	4,163	23,246	23,989

(a) Includes the Gaekwar's Mehsana railway.
(b) Decrease due to the sale of one A class engine to the North-Western railway.
(b') Includes the Southern Mahratta railway, Mysore section.
(c) Revised figures.
(d) Fitted with the Westinghouse brake.
(f) No passenger carriages were ready when the line was opened. The section is worked with rolling-stock of the South Indian railway.
(g) Represents the stock formerly used on the Salt branch of the late Punjab Northern State railway and on the Ferozepore tramway.
N.B.—The mileage shown within brackets

No. 5—concl'd.

lines, and the Rolling Stock fitted with continuous and continuous automatic brakes—concl'd.

CRANES.		BRAKE-VANS.		TOTAL NUMBER OF VEHICLES.		VALUE OF VEHICLES.		TOTAL VALUE OF ROLLING STOCK.		ROLLING STOCK FITTED WITH CONTINUOUS AND CONTINUOUS AUTOMATIC BRAKES.		Serial No.
Number on the 31st December 1889.	Number on the 31st December 1890.	Number on the 31st December 1889.	Number on the 31st December 1890.	Number on the 31st December 1889.	Number on the 31st December 1890.	At the end of 1889.	At the end of 1890.	At the end of 1889.	At the end of 1890.	Number of		
										Locomotives.	Vehicles.	
12	12	67	67	2,440	2,440	35,43,945	35,44,507	55,64,441	55,65,003	...	...	III
...	...	...	...	...	...	...	...	...	...	...	...	
26	26	279	279	8,841	8,851	1,29,57,181	1,30,71,717	2,02,48,990	2,03,50,136	...	...	VIII
22	20	159	180	(c) 5,286	5,388	67,85,536	70,80,117	1,07,62,429	1,10,71,373	(d) 3	(d) 13	XI
...	...	...	...	...	...	...	...	...	...	...	...	XII
2	2	8	8	211	260	3,47,437	3,62,590	5,62,238	5,77,392	...	...	
...	...	...	1	...	251	...	4,16,040	...	15,46,850	...	...	
62	60	513	535	16,778	17,190	2,36,34,099	2,44,74,971	3,71,38,098	3,91,10,754	3	13	
...	...	...	...	...	...	...	...	...	...	...	...	
2	2	12	11	92	92	(c) 2,86,729	2,88,084	(c) 8,38,903	8,40,276	...	...	XVII
...	...	...	...	...	...	3,91,620	(h) 3,74,963	6,59,217	(h) 6,32,964	...	...	
10	10	48	56	2,029	2,202	34,14,237	36,09,805	47,83,812	50,77,293	...	...	XXI
...	...	2	2	41	41	(j) 48,979	(j) 48,979	46,916	(h) 44,611	...	...	XXIII
...	...	...	...	143	143	...	...	92,913	92,913	...	...	XXIV
1	...	...	...	80	81	71,419	72,965	1,32,719	1,34,855	...	...	XXV
14	15	112	111	3,452	3,453	(j) 74,88,569	(j) 74,88,569	76,29,035	76,29,035	...	...	XXVI
...	...	...	...	...	...	...	...	...	...	...	...	XXVII
27	27	175	181	6,170	6,370	42,12,984	43,94,796	1,40,48,049	1,44,51,947	...	...	
...	...	...	...	...	...	...	...	...	...	...	...	
1	1	97	97	2,736	2,790	42,89,967	44,48,008	67,96,909	69,54,950	...	...	
1	1	97	97	2,736	2,790	42,89,967	44,48,008	67,96,909	69,54,950	...	...	
...	...	2	2	20	20	49,237	49,237	74,237	74,237	...	...	XXXVII
2	2	12	12	240	240	4,14,264	4,14,264	6,14,244	6,14,244	...	...	XXXVIII
...	...	...	...	178	195	1,92,270	2,04,474	4,53,305	4,65,509	...	...	XXXIX
...	...	12	12	404	545	(j) 7,03,411	(j) 7,03,411	7,03,411	9,04,195	...	...	XL
...	...	1	1	46	50	(j) 39,280	39,280	63,000	64,280	...	...	XLI
2	2	27	27	888	1,050	6,55,771	7,07,255	19,08,197	21,22,465	...	...	
...	...	6	6	223	223	(j) 1,64,324	(j) 1,64,324	1,64,324	1,74,666	...	...	XLVI
...	...	...	...	...	...	...	...	...	...	...	...	XLVII
...	...	6	6	223	223	...	...	1,64,324	1,74,666	...	...	
...	...	4	4	140	160	2,44,490	(p) 2,41,954	3,09,341	(p) 3,06,805	...	...	LII
2	2	30	36	976	1,078	14,44,107	15,33,862	20,54,902	21,57,548	...	...	LIII
...	...	4	4	(c) 144	134	1,23,992	1,78,772	1,91,372	2,82,007	...	...	LIV
2	2	38	44	1,260	1,372	18,12,589	19,54,588	25,55,615	27,46,360	...	...	
1	1	9	9	149	149	2,70,775	2,73,624	6,71,700	6,74,549	(d) 4	(d) 30	LVI
...	...	...	...	...	...	...	...	...	...	...	...	LVII
1	1	9	9	149	149	2,70,775	2,73,624	6,71,700	6,74,549	4	30	
95	93	865	899	28,204	29,144	3,48,76,185	3,62,53,242	6,32,77,892	6,62,35,691	7	43	

(h) Decrease due to the adjustment of rolling stock transferred to the Lucknow-Bareilly railway.
(i) Represents the figures of the Northern Bengal, Dacca, Assam-Bihar, and Kaunia-Dharilla State railways.
(j) Value of engines and vehicles not recorded separately.
(k) Decrease due to transfer of an engine to the Eastern Bengal State railway.
(l) Includes the Tougoo-Mandalay extension.
(m) Includes the Pondicherry railway.
(n) Includes the Bareilly-Pilibhit State railway.
(o) The increase as compared with 1889 is due to outlay on vehicles under construction having been included in these figures.
(p) Decrease due to the amount transferred to account of His Highness' saloon.

are not included in the totals.

CHAPTER VI.

Capital.

The total Capital expenditure on Indian railways up to the 31st December 1890, including lines under construction and survey, &c., amounted to Rs. 2,22,41,75,426, allocated as follows :

	Rs.	£
State Railways— <i>vide</i> details on pages 50—51	...1,25,87,70,008	
State lines leased to Companies, page 54	... 26,72,26,547	21,204,131
Guaranteed Railways ... page 54	... 54,06,56,457	49,766,956
Subsidized Company ... page 54	... 24,17,052	194,579
Assisted Companies*	... 5,05,36,600	
Native States ... pages 52—53	... 8,00,25,145	
Foreign Lines ... page 93	... 1,68,82,710	
	<u>2,21,65,14,519</u>	
Surveys ... pages 50—51	... 42,79,147	
Collieries ... pages 50—51	... 22,91,746	
Interest on Capital, Bengal and North-Western railway, during construction charged to Capital Account foot-note (b), page 92	... 10,90,014	
	<u>2,22,41,75,426</u>	

The sterling equivalent of the expenditure on Guaranteed lines, on State lines leased to Companies, and on the Rohilkhand-Kumaun railway is also given, the rupee outlay being converted into sterling at the rates of exchange applicable in each case. On State lines the indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue, are not included.

2. Up to the 31st December 1890 the total amount of capital raised by the various guaranteed railway companies was £49,488,903, and for State lines leased to Companies £22,469,854, or in all £71,958,757 as under :

STATEMENT No. 6.

Guaranteed Railways.

Particulars.	XXXII. Great Indian Peninsula railway.	XXXIII. Bombay, Baroda and Central India railway.	XXXIV. Madras railway.	South Indian railway.	TOTAL.
	£	£	£	£	£
Share Capital @ 5 per cent.	20,000,000	7,550,300	8,757,670	3,070,668	39,378,638
Share Capital @ 4½ per cent.	...	...	999,960	137,612	1,137,572
Share Capital @ 4½ per cent.	...	...	500,000	...	500,000
Debentures @ 3½ per cent.	825,200	788,500	237,800	756,300	2,627,800
Debentures @ 3¼ per cent.	1,534,800	450,000	265,200	313,700	2,563,700
Debenture Stock @ 4½ per cent.	...	...	...	425,000	425,000
Debenture Stock @ 4 per cent.	2,701,450	...	...	...	2,701,450
Capital not bearing interest	64,183	18,419	12,014	60,127	154,743
TOTAL ...	<u>25,145,633</u>	<u>8,807,219</u>	<u>10,772,644</u>	<u>4,763,407</u>	<u>49,488,903</u>

* As per details on page 93, excluding the Rohilkhand-Kumaun railway shewn above	Rs.
under Subsidized Company	1,11,18,266
Add—Delhi-Umballa-Kalka railway (under construction)	1,35,55,580
Add—Bengal and North-Western railway	2,57,94,904
Add—Nilgiri railway (under construction)	67,850
TOTAL ...	<u>5,05,36,600</u>

The Capital not bearing interest is made up thus—

Premium on Share Capital and Debentures ...	£	397,634
Discount on Debenture Stock—	£	£
Stock represented as shown above ...	3,126,450	
Cash received ...	2,900,559	
	225,891	
Discount on Debentures—		
Amount of debentures as shown above ...	5,191,500	
Cash received ...	5,174,500	
	17,000	
Total discount ...		242,891
Balance Excess premium ...		154,743

STATEMENT No. 7.

State Lines leased to Companies.

Particulars.	IV.	V.	VI.	XI.	XII.	XXII.	Total.
	Lucknow-Bareilly.	Bengal-Nagpur railway.	Indian Midland railway.	Southern Mahratta railway (including Bellary-Kistna railway).	Southern Mahratta, Mysore section.	Bengal Central railway.	
	£	£	£	£	£	£	£
Share Capital @ 4 per cent. ...	...	3,000,000	3,000,000	*3,500,000	...	...	9,500,000
Share Capital @ 3½ per cent. ...	...	...	...	...	...	500,000	500,000
Advances from money raised under Act 51 Vict., cap. 5 ...	...	2,400,000	1,130,000	623,000	...	500,000	4,653,000
Debentures @ 3½ per cent. ...	...	1,000,000	1,000,000	2,300,000	...	...	4,300,000
Debentures @ 3¼ per cent. ...	...	500,000	1,754,100	...	...	...	2,254,100
Debenture Stock @ 4 per cent. ...	...	...	...	...	1,200,000	...	1,200,000
Capital not bearing interest ...	...	5,781	2,016	30,957	24,000	...	62,754
TOTAL ...	...	6,905,781	6,886,116	6,453,957	1,224,000	1,000,000	22,469,854

* 4 per cent. up to the 31st December 1890 ; thereafter 3½ per cent.

3. The following tables contain further information in detail regarding the Capital transactions of the different railways :

STATEMENT NO. 8.
Statement of Debenture Loans on the 31st December 1890.

Serial No.	RAILWAY.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	Guaranteed.	£	£			
XXXII	Great Indian Peninsula ...	40,400		3½	31st December 1892	
		804,800		3½	30th June 1895	
		264,000		3½	30th June 1895	
		300,000		3½	30th June 1896	
		300,000		3½	31st December 1896	
		670,800		3½	30th June 1897	
			2,380,000			
XXXIII	Bombay, Baroda and Central India.	700,000		3½	1st February 1891	
		88,500		3½	1st August 1891	
		100,000		3½	5th May 1896	
		250,000		3½	15th June 1896	
		100,000		3½	31st March 1897	
			1,238,500			
XXXIV	Madras ...	97,800		3½	30th June 1892	
		140,000		3½	30th June 1893	
		60,000		3½	31st December 1895	
		200,000		3½	31st December 1896	
		5,200		3½	31st December 1897	
			503,000			
	Guaranteed ...	...	4,121,500			
	State lines leased to Companies.					
V	Bengal-Nágpur ...	1,000,000		3½	18th February 1895	
		500,000		3½	18th February 1895	
			1,500,000			
VI	Indian Midland ...	1,000,000		3½	1st January 1894	
		1,000,000		3½	1st July 1895	
		171,200		3½	1st January 1896	
		582,900		3½	1st July 1896	
			2,754,100			
XI	Southern Mahratta ...	1,445,000		3½	1st October 1891	
		600,000		3½	1st April 1892	
		255,000		3½	1st October 1894	
			2,300,000			
	State ...	...	6,554,100			
	Purchased by the State.					
	South Indian ...	86,100		3½	1st July 1891	
		150,000		3½	1st July 1892	
		520,200		3½	1st July 1893	
		313,700		3½	1st July 1896	
			1,070,000			
	Oudh and Rohilkhand ...	31,000		3½	16th August 1891	
		1,000,000		3½	1st April 1892	
		155,000		3½	16th May 1892	
		615,300		3½	4th June 1892	
		303,000		3½	16th August 1893	
		426,000		3½	1st October 1893	
			2,530,300			
	Purchased ...	...	3,600,300			
	TOTAL ...	...	14,275,900			

STATEMENT No. 9.

Statement of expenditure in England and in India on Indian State railways appropriated to the various undertakings to the 31st December 1890.

Statement of Expenditure in England and in India on Indian State railways

Serial No.	RAILWAY.	EXPENDITURE APPROPRIATED.			CLASSIFICATION					
		England.	India.	Total.	Outlay incurred by Companies prior to transfer of lines to Government.	Preliminary Expenses.	Land.	Formation.	Bridgework.	Fencing.
	STATE LINES WORKED BY COMPANIES.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
I	East Indian ...	...	36,00,54,710	36,00,54,710	33,95,14,682	1,65,231	6,32,757	3,61,322	36,46,906	1,16,882
II	Patna-Gya ...	8,59,348	34,87,395	43,46,743	...	6,904	64,005	2,50,012	2,88,785	1,85,163
III (a)	Tirhoot ...	47,23,120	1,82,71,045	2,29,94,165	...	1,83,608	7,52,471	10,21,573	39,18,699	8,64,757
	Bareilly-Pilibhit ...	1,69,420	13,68,262	15,37,682	...	50,619	43,754	1,01,061	2,13,471	36,323
VII	Bhopal-Itarsi (British section) ...	...	12,85,077	*12,85,077	...	...	...	...	...	...
VIII	Rajputana-Malwa ...	2,83,48,950	10,16,58,560	13,00,07,510	...	22,71,635	12,69,709	71,99,467	2,15,57,236	23,02,046
X	Dhond-Manmád ...	43,23,650	66,69,798	1,09,93,448	...	1,28,698	97,599	9,14,803	21,77,070	2,09,962
XIII	Bezváda Extension ...	3,09,848	10,80,982	13,90,830	...	15,319	46,938	1,75,513	96,545	13,936
	Villupuram-Guntakal (Nellore branch) ...	4,11,116	58,96,267	63,07,383	...	48,997	85,220	9,96,455	15,07,507	59,732
	UNDER CONSTRUCTION.									
XV	Godhra-Rutlam ...	...	9,391	9,391	...	9,519	...	102	...	...
XVI	Mayavaram-Mutupet ...	...	61,509	61,509	...	1,093	283	347	...	...
	Villupuram-Guntakal ...	59,23,849	1,08,03,437	1,67,27,286	...	3,99,822	2,66,397	14,95,867	32,13,556	24,694
	STATE LINES WORKED BY THE STATE.									
XVII	North-Western ...	6,85,80,604	32,82,44,031	39,68,24,635	12,37,10,012	26,93,503	20,83,525	3,25,36,769	6,66,51,980	30,42,073
XVIII	Amritsar-Pathankot ...	...	56,13,433	56,13,433	...	44,373	1,81,895	4,04,109	5,06,690	1,94,268
XIX	Jammu-Kashmir ...	...	2,74,190	2,74,190	...	4,642	7,350	7,865	5,635	3,449
XX	Oudh and Rohilkhand ...	8,94,318	9,18,94,962	9,27,89,280	9,16,17,642	...	—21,315	31,648	1,99,989	19,107
	Lucknow-Sitapur-Seraman ...	...	36,41,069	36,41,069	...	77,660	1,05,605	1,97,110	2,66,012	59,352
XXI	Eastern Bengal ...	1,83,50,703	8,21,42,406	10,04,93,109	3,56,60,089	4,48,951	38,57,304	44,02,971	99,25,822	14,76,723
XXII	Nalhati ...	4,13,797	—77,589	3,36,208	...	...	...	7,190	14,400	100
XXIII	Wardha Coal ...	13,57,647	42,66,358	56,24,005	...	91,643	4,745	3,02,318	10,71,779	2,22,989
XXIV	Cherra-Companyganj ...	...	7,72,975	7,72,975	...	236	1,670	1,48,284	57,089	...
XXV	Jorhat ...	...	7,42,351	7,42,351	...	388	4,774	79,323	38,184	2,999
XXVI	Burma ...	75,23,657	2,26,93,761	3,02,17,418	...	2,87,384	3,19,680	33,73,595	46,51,511	15,25,342
XXVII	Toungoo-Mandalay ...	45,65,778	1,65,23,184	2,10,88,962	...	1,72,022	4,25,445	22,26,325	37,05,738	8,19,445
	UNDER CONSTRUCTION.									
XXVIII	Sind-Fishin (Chaman Extension) ...	13,41,983	1,36,05,313	1,49,47,296	...	3,24,940	4,946	76,38,669	14,06,824	16,497
XXIX	Mianwali-Mari ...	8,125	6,69,941	6,78,066	...	...	15,911	55,209	67,311	...
XXIXA	Hyderabad-Umarkot ...	...	...	...	...	...	...	...	...	...
XXX	East Coast ...	14,480	3,65,010	3,79,490	...	67,075	34,397	23,422	1,34,594	...
XXXI	Mu Valley ...	13,09,178	30,06,738	43,15,916	...	1,09,465	1,68,381	7,35,980	76,691	3,940
	Sind-Fishin—Petroleum Operations ...	79,918	1,17,544	1,97,462	...	...	...	...	...	...
	Frontier Railway Reserve Material ...	36,04,048	—1,552	36,02,496	...	...	...	...	...	...
	Southern Mahratta ...	...	5,27,070	5,27,070	...	...	...	...	...	...
	Bilaspur-Etawah Survey ...	...	75,132	75,132	...	75,132	...	...	...	...
	Vizagapatam-Raipur† ...	...	2,45,035	2,45,035	...	2,45,035	...	...	...	...
	Ranaghat-Bhagwangola† ...	...	3,02,450	3,02,450	...	83,816	1,01,972	90,698	...	...
	Nagpur-Chhattisgarh - Depreciation Account ...	...	10,52,087	10,52,087	...	...	...	849	2,380	...
	Hindupur Extension ...	...	18,873	18,873	...	15,455	3,419	...	...	...
	Bellary-Kistna ...	15,14,429	1,50,45,124	\$1,65,59,553	...	2,24,761	83,002	32,25,779	19,50,678	1,04,683
	Reserve Stores at Port Patri|| ...	...	9,27,308	9,27,308	...	...	...	Details	not	known
	...	...	8,08,405	8,08,405	...	...	...	...	...	...
	TOTAL ...	15,46,27,966	1,10,41,42,042	1,25,87,70,008	59,05,02,425	82,47,926	1,06,41,838	6,80,09,635	12,73,53,082	1,13,04,462
	SURVEYS (EXCLUDING ABANDONED SURVEYS.)									
	Surveys in progress ...	...	14,19,959	14,19,959	...	13,60,800	...	...	...	...
	Surveys completed ...	...	28,59,188	28,59,188	...	28,59,188	...	...	...	...
	TOTAL ...	...	42,79,147	42,79,147	...	42,19,988	...	...	...	...
	COLLIERIES.									
	Warora¶ ...	70,539	13,11,637	13,82,176	...	...	...	...	...	...
	Umaria¶ ...	1,41,985	7,67,585	9,09,570	...	...	...	...	...	...
	TOTAL ...	2,12,524	20,79,222	22,91,746	...	...	...	...	...	...
	GRAND TOTAL ...	15,48,40,490	1,11,05,00,411	1,26,53,40,901	59,05,02,425	1,24,67,914	1,06,41,838	6,80,09,635	12,73,53,082	1,13,04,462

NOTE.—The outlay against the East Indian, North-Western, Oudh and Rohilkhand, and Eastern Bengal railways represents the rupee expenditure incurred by the Companies up to the date of transfer of the lines to the State, plus the expenditure since incurred by Government. It does not include the premia on share capital which are included in the statement on pages 98 and 97.
|| The expenditure on the Patri railway was not met from railway grants, but is included to arrive at total railway outlay. It is included under the Bombay, Baroda and Central India railway in the statement on page 92.

No. 9.

appropriated to the various undertakings to the 31st December 1890.

OF EXPENDITURE.

Ballast and Permanent-way.	Stations and Buildings.	Colliery Works.	Loss on Working.	Plant.	Ferries.	Rolling-stock.	New Minor Works.	General Charges.	Suspense Accounts.	Loss by Exchange.	Deduct—Receipts on Capital Account.	Deduct value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
58,34,002	50,63,700	7,75,173	...	9,31,230	1,14,848	49,43,473	33,775	7,21,521	71,84,523	120	...	99,85,435
23,62,694	5,80,787	...	...	67,972	...	1,42,455	...	2,39,866	...	1,58,100	...	...
76,66,190	29,65,683	...	...	5,93,183	5,52,408	22,99,772	...	13,37,717	1,42,963	7,84,690	89,549	...
7,17,267	2,31,977	...	...	13,553	...	...	...	91,731	...	42,070	4,144	...
3,69,05,835	1,72,47,218	...	...	29,35,266	...	2,03,50,244	...	83,44,618	48,21,046	50,75,830	2,72,640	...
50,20,107	8,12,369	...	...	1,87,833	...	17,298	...	7,74,585	11,853	6,56,990	15,719	...
6,05,782	2,92,312	...	...	8,990	...	20,384	...	1,17,275	...	...	2,164	...
15,09,061	4,31,420	...	...	1,47,897	...	5,77,394	...	6,30,274	81,165	2,42,360	9,599	...
...	...	...	...	...	...	...	...	...	...	...	230	...
22,40,423	96,976	...	...	2,44,434	...	23,25,196	...	13,81,137	52,026	50,51,904	13,120	...
7,10,48,466	2,04,45,173	...	...	78,03,337	10,14,871	3,35,55,434	...	1,74,42,797	1,25,92,012	94,28,110	23,90,770	48,36,651
23,97,227	6,80,048	...	...	41,164	...	5,31,503	...	1,74,275	6,750	27,770	76,619	...
1,90,452	31,561	...	...	3,745	...	...	...	19,491	...	...	...	...
2,66,331	4,52,200	...	...	—1,04,359	...	4,18,163	...	...	23,70,468	...	...	24,60,594
15,45,474	3,64,244	...	...	1,02,768	...	6,33,006	...	2,14,849	77,058	80	2,149	...
1,76,75,752	82,42,274	...	...	17,10,682	12,79,244	82,71,445	...	47,72,067	23,35,834	16,77,530	5,15,700	7,27,880
1,90,486	25,600	...	...	4,700	...	44,611	...	30,000	15,288	11,860	8,027	...
17,85,159	3,60,170	...	...	2,21,371	...	9,42,559	...	4,52,588	1,75,752	2,02,960	2,10,028	...
1,80,121	49,865	...	...	1,32,598	4,516	92,913	...	1,06,035	...	...	355	...
3,13,689	75,580	...	...	31,781	...	1,34,855	...	43,394	20,500	...	3,116	...
78,19,284	33,41,211	...	...	7,44,424	...	42,07,902	...	20,36,511	8,07,914	12,50,610	1,47,950	...
58,11,002	20,55,456	...	...	4,20,502	...	34,32,097	...	15,14,408	5,28,992	...	22,470	...
23,90,180	5,14,912	...	...	5,24,699	...	2,20,576	...	8,12,357	11,17,966	...	25,270	...
4,19,282	47	...	...	...	...	...	...	44,280	76,340	...	314	...
...	...	...	...	...	...	...	...	...	...	...	...	...
...	705	...	...	108	...	...	...	31,222	83,187	...	220	...
2,42,672	2,34,476	...	...	36,339	...	...	...	4,31,267	22,80,989	...	4,281	...
...	8,313	...	...	10,063	...	...	...	...	1,79,086	...	...	...
...	...	...	...	...	...	...	...	14,175	35,88,321	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	546	...	...	...	25,681	...	...	263	...
24,460	1,725	...	...	...	...	72,168	...	...	9,50,505	...	...	...
23,63,261	12,84,829	...	...	7,49,876	...	8,15,118	...	15,57,141	32,29,347	4,91,090	20,012	...
...	...	...	...	...	...	...	...	...	9,27,308	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...
17,85,24,660	6,58,90,831	7,75,173	...	1,75,64,202	29,65,887	8,40,48,566	33,775	4,33,69,025	4,87,13,077	2,00,50,170	38,34,718	1,80,10,560
...	...	...	...	...	...	...	...	...	59,317	...	158	...
...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	59,317	...	158	...
...	...	11,82,565	...	2,70,483	...	...	...	1,62,525	—2,31,591	...	1,806	...
...	...	3,77,761	66,813	2,88,778	...	9,566	...	66,275	1,00,408	60	91	...
...	...	15,60,326	66,813	5,59,261	...	9,566	...	2,28,800	—1,31,183	60	1,897	...
17,85,24,660	6,58,90,831	23,35,499	66,813	1,81,23,463	29,65,887	8,40,58,132	33,775	4,35,97,825	4,86,41,211	2,00,50,230	38,36,773	1,80,10,560

* Excludes Rs. 60,570 incurred on Surveys of the Bhopal-Harsi railway shown under completed Surveys, as it was decided by Government to omit this expenditure from the Capital account of the railway.

† Represents amount of depreciation, &c., allowed on works and stores on transfer to the Company.

‡ In abeyance.

§ Expenditure incurred by Government to the 31st December 1887, including liabilities on that date and la chvarges debitable to Government after the transfer of the line.

¶ The expenditure on collieries is included in this statement, as it has been charged to railway grants.

Statement of Expenditure in England and in India on Indian State railways

Serial No.	RAILWAY.					EXPENDITURE APPROPRIATED.			CLASSIFICATION		
						England.	India.	Total.	Purchase of Line.	Preliminary Expenses.	Land.
						Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.										
XLII	Khámgaon	...	...	...	...	...	4,90,520	4,90,520	...	369	1,116
XLIII	Aunráoti	...	...	...	...	...	4,45,155	4,45,155	...	11,799	2,450
XLIV	Bhopal-Itársi (Native States section)	...	...	...	...	...	62,85,077	62,85,077	...	...	13,322
XLV	The Nizam's Guaranteed State	...	...	...	...	...	3,77,11,194	3,77,11,194	2,24,93,608	1,82,426	53
XLVI	The Gaekwar's Dabhoi	...	...	...	...	...	17,53,877	17,53,877	...	24,186	...
XLVII	The Gaekwar's Mehsána	...	...	...	...	...	25,44,340	25,44,340	...	9,823	...
XLVIII	The Gaekwar's Petlad	...	...	...	...	...	6,47,922	6,47,922	...	7,991	...
	(UNDER CONSTRUCTION).										
XLIX	Kolhapur	...	...	...	...	...	21,37,690	21,37,690			Details
	LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.										
L	Rájpura-Bhátinda	...	...	...	...	...	65,00,534	65,00,534	...	59,422	48,350
LI	Jammu-Kashmir (Native States section)	...	...	...	...	...	12,37,071	12,37,071	...	23,934	...
	LINES OWNED AND WORKED BY NATIVE STATES.										
LII	Jodhpore	...	...	...	...	...	22,73,338	22,73,338	...	14,397	782
LIII	Bhávnagar-Gondal-Junágad-Porbandar	...	...	...	...	...	1,68,42,051	1,68,42,051	...	1,19,442	...
LIV	Morvi	...	...	...	...	...	20,25,863	20,25,863	...	18,134	1,171
	(UNDER CONSTRUCTION).										
LV	Jodhpore-Bikanir	...	...	...	...	...	4,15,590	4,15,590			Details
	TOTAL					...	8,13,10,222	8,13,10,222			
	Deduct—Contribution towards the construction of the Bhopal State railway by the Government of India					...	12,85,077	12,85,077			
	TOTAL NATIVE STATES					...	8,00,25,145	8,00,25,145			

appropriated to the various undertakings to the 31st December 1890—concl'd.

OF EXPENDITURE.

Formation.	Bridgework.	Fencing.	Ballast and Permanent-way.	Stations and Buildings.	Plant.	Ferries.	Rolling-stock.	General Charges.	Suspense Accounts.	Deduct—Receipts on Capital Account.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
44,036	57,809	7,366	2,78,789	49,141	3,503	...	11,669	31,967	4,999	244
20,377	62,106	11,699	2,41,571	45,092	3,016	...	8,641	29,709	8,695	...
15,08,711	18,48,093	64,420	19,73,035	3,81,412	27,012	...	...	3,61,216	1,11,967	4,111
13,23,298	11,06,250	1,66,667	62,09,627	11,96,439	3,17,908	...	27,58,673	10,80,993	8,75,252	...
	3,43,219		8,46,384	2,24,372	7,817	...	1,72,723	1,23,620	11,556	...
2,43,041	3,66,166	39,160	12,48,050	2,96,431	22,564	...	12,644	60,814	2,45,647	...
	77,877		4,20,772	1,08,183	...	...	...	33,001	98	...
not	furnished.									
2,68,858	5,39,041	1,84,686	41,08,674	8,58,524	83,886	...	...	2,68,610	85,530	5,047.
34,533	3,00,296	1,566	5,26,127	1,19,329	23,140	...	...	90,920	1,17,226	...
75,328	87,853	430	15,58,784	1,47,882	16,728	...	3,06,805	64,349	...	...
16,74,525	41,19,819	71,451	49,16,380	21,53,204	3,58,000	...	21,57,548	8,87,137	3,96,949	12,404
	6,39,830		9,07,178	33,865	12,455	...	2,82,008	1,02,347	28,875	...
not	furnished.									

STATEMENT No. 10.

GUARANTEED AND SUBSIDIZED RAILWAYS AND STATE LINES LEASED TO COMPANIES.

Statement showing the amount of Capital authorized to be raised for each undertaking as now sanctioned, the amount raised, and the amount withdrawn to the 31st December 1890.

Serial No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED ON THE 31ST OF DECEMBER 1890.					AMOUNT RAISED IN ENGLAND TO THE 31ST OF DECEMBER 1890.							AMOUNT RAISED IN INDIA TO THE 31ST OF DECEMBER 1890		Total amount raised to the 31st December 1890.	Total amount withdrawn to the 31st December 1890.
		Share Capital.	Debentures.	Debiture Stock.	Capital not bearing Interest.	Total.	Debentures.		Debiture Stock.		Advances made to Companies from money raised under Act 61 Vict., Cap. 6.	Share Capital.	Capital not bearing Interest.				
							Amount of Debentures.	Cash received.	Stock represented.	Cash received.							
		£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
XXXII	Guaranteed.	20,000,000	2,711,300	2,701,450	290,074	25,702,824	19,503,103	2,380,000	2,380,000	2,701,450	2,475,559	215,145	...	496,897	74,929	25,145,633	25,458,498
XXXIII	Great Indian Peninsula																
	Bombay, Baroda and Central India	7,550,300	1,238,500	...	32,419	8,821,219	7,528,628	1,238,500	1,234,500	...	...	82,419	...	21,672	...	8,807,219	8,737,304
XXXIV	Madras	10,257,630	600,000	...	12,014	10,869,644	10,257,630	503,000	503,000	...	...	12,014	...	...	...	10,772,644	10,815,222
	South Indian	3,208,280	1,070,000	425,000	63,127	4,766,407	3,207,059	1,070,000	1,067,000	425,000	425,000	63,072	...	1,221	55	4,763,407	4,755,932
	TOTAL	41,016,210	5,619,800	3,126,450	397,634	50,160,094	40,496,420	5,191,500	5,174,500	3,126,450	2,900,559	322,650	...	519,790	74,984	49,488,903	49,766,956
XXXVIII	Subsidized.	200,000	...	...	...	200,000	200,000	...	...	...	...	...	...	...	...	200,000	\$200,000
	Statelines leased to Companies.																
IV	Lucknow-Bareilly	...	160,000	...	...	160,000	...	...	...	...	...	...	...	...	...	...	93,475
V	Bengal-Nágpur	3,000,000	...	...	...	3,000,000	3,000,000	1,500,000	1,500,000	...	...	5,781	2,400,000	...	...	6,905,781	6,238,330
VI	Indian Midland	3,000,000	3,000,000	...	...	6,000,000	3,000,000	2,754,100	2,754,100	...	...	2,016	1,130,000	...	...	6,886,116	6,674,246
XI	Southern Mahratta*	3,530,000	2,000,000	...	...	5,530,000	3,491,540	2,300,000	2,300,000	...	...	30,923	623,000	8,460	34	6,453,957	6,305,296
XII	Southern Mahratta, Mysore section	...	...	1,200,000	...	1,200,000	...	...	...	1,200,000	1,200,000	24,000	...	...	...	1,224,000	*1,099,140
XXII	Bengal Central	500,000	500,000	...	...	1,000,000	500,000	...	...	...	...	...	500,000	...	...	1,000,000	793,644
	TOTAL	10,030,000	5,660,000	1,200,000	...	16,890,000	9,991,540	6,554,100	6,554,100	1,200,000	1,200,000	62,720	4,653,000	8,460	34	22,469,854	21,204,131
	Grand Total...	51,246,210	11,279,800	4,326,450	397,634	67,250,094	50,687,960	11,745,600	11,728,600	4,326,450	4,100,559	385,370	4,653,000	528,250	75,018	72,158,757	71,171,087

* Includes capital raised for completion of Bellary-Kistna railway, and expenditure thereon from the 1st January 1888.
† To be raised by the issue of shares, or of debentures, or otherwise.
‡ Repayment advances raised under Act 61 Vict., Cap. 6.
§ The Company has withdrawn £200,000 from the Secretary of State, but the actual expenditure to the 31st December 1890 was £194,579 only.

STATEMENT No. 11.
GUARANTEED AND SUBSIDIZED RAILWAYS AND STATE LINES LEASED TO COMPANIES.
Statement showing the amount received from, and withdrawn by, each Company during the year ended the 31st December 1890.

Serial No.	RAILWAY.	Sums standing to the credit of the Companies on the 31st December 1889.	Sums advanced to the Companies on the 31st December 1889.	FROM THE 1ST OF JANUARY TO THE 31ST OF DECEMBER 1890.										Total received during the year ended the 31st December 1890.	Total withdrawn during the year ended the 31st December 1890.
				Amount received.						Amount withdrawn.					
				In England.			In India.			In England.		In India.			
				Share Capital.	Debentures.	Debtenture Stock.	Capital not bearing Interest.	Advances made to Companies from money raised under Act of 1865, Cap. 5.	Share Capital.	Capital not bearing Interest.	On account of stores, establishment charges, &c.	For dis- charge of Debentures.	Amount.		
		£	£	£	£	£	£	£	£	£	£	£	£		
Guaranteed.															
XXXII	Great Indian Peninsula	...	35,065	...	309,300	...	—7,500	...	...	...	540,739	333,100	—294,239	301,800	579,600
XXXIII	Bombay, Baroda and Central India	103,854	...	...	...	...	...	...	...	...	172,885	...	—138,946	...	33,939
XXXIV	Madras	1,055	...	...	200,000	...	...	...	...	...	183,802	97,000	12,831	200,000	243,633
	South Indian	30,691	...	...	—228	...	228	...	...	...	117,244	...	—94,028	...	23,216
	TOTAL	135,600	35,065	...	509,300	...	—7,272	...	...	...	964,670	430,100	—514,382	501,800	880,388
Subsidized.															
XXXVIII	Rohilkhand-Kumaun	...	...	...	...	...	...	...	...	...	...	...	...	...	...
State Lines leased to Companies.															
IV	Lucknow-Bareilly	...	...	...	...	...	...	...	...	...	34,388	...	59,087	...	93,475
V	Bengal-Nagpur	263,823	...	...	...	...	...	1,200,000	...	...	177,934	...	608,438	1,200,000	786,372
VI	Indian Midland	67,756	...	...	...	...	...	530,000	...	...	187,916	...	197,970	530,000	385,886
XI	Southern Mahratta*	167,192	...	...	...	...	...	100,000	...	...	41,618	...	76,916	100,000	118,534
XII	Southern Mahratta, Mysore section	146,340	...	...	...	...	...	...	...	...	—2	...	21,483	...	21,481
XXII	Bengal Central	223,796	...	...	...	...	...	...	...	...	1,824	...	15,616	...	17,440
	TOTAL	858,910	...	...	...	...	...	1,830,000	...	...	443,678	...	979,510	1,830,000	1,423,188
	Grand Total	994,510	35,065	...	509,300	...	—7,272	1,830,000	...	...	1,408,348	430,100	465,128	2,331,800	2,303,576

* Includes Bellary-Kistna railway.

STATEMENT No. 12.
GUARANTEED RAILWAYS.

Statement of withdrawals out of Capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1891.

Year.					England.	India.	TOTAL.
					£	£	£.
1849-50	...	...	...	...	69,211	6,682	75,893
1850-51	...	...	...	...	61,164	38,099	99,263
1851-52	...	...	...	...	154,212	197,111	351,323
1852-53	...	...	...	...	174,920	252,640	427,560
1853-54	...	...	...	...	252,484	418,165	670,649
1854-55	...	...	...	...	960,878	769,278	1,730,156
1855-56	...	...	...	...	1,935,074	1,431,337	3,366,411
1856-57	...	...	...	...	1,752,813	1,762,287	3,515,100
1857-58	...	...	...	...	1,328,243	2,094,825	3,423,068
1858-59	...	...	...	...	1,941,033	3,551,075	5,492,108
1859-60	...	...	...	...	2,508,668	4,662,796	7,171,464
1860-61	...	...	...	...	2,388,315	5,190,400	7,578,715
1861-62	...	...	...	...	1,597,430	5,004,782	6,602,212
1862-63	...	...	...	...	1,852,393	4,010,951	5,863,344
1863-64	...	...	...	...	1,415,146	3,340,507	4,755,653
1864-65	...	...	...	...	1,396,821	2,725,419	4,122,240
1865-66	...	...	...	...	2,222,679	3,414,187	5,636,866
1866-67	...	...	...	...	3,958,357	3,339,346	7,297,703
1867-68	...	...	...	...	3,924,490	3,195,591	7,120,081
1868-69	...	...	...	...	1,702,452	2,165,475	3,867,927
1869-70	...	...	...	...	2,298,680	2,444,171	4,742,851
1870-71	...	...	...	...	1,899,054	1,877,216	3,776,270
1871-72	...	...	...	...	886,996	1,609,732	2,496,728
1872-73	...	...	...	...	822,995	—345,750	477,245
1873-74	...	...	...	...	1,028,032	—334,979	693,053
Carried over					38,532,540	52,821,343	91,353,883

STATEMENT No. 12—*concl'd.*GUARANTEED RAILWAYS—*concl'd.**Statement of withdrawals out of Capital for expenditure, &c.—concl'd.*

YEAR.					England.	India.	TOTAL.
					£	£	£
Brought forward ...					38,532,540	52,821,343	91,353,883
1874-75	...	...	...	...	1,174,893	— 86,982	1,087,911
1875-76	...	...	...	...	1,151,585	—200,779	950,806
1876-77	...	...	...	...	1,222,846	—507,387	715,459
1877-78	...	...	...	...	1,792,483	—469,678	1,322,805
1878-79	...	...	...	...	1,786,235	—773,612	1,012,623
1879-80	...	...	...	...	1,256,417	—906,857	349,560
1880-81	...	...	...	...	941,781	—506,992	434,789
1881-82	...	...	...	...	1,041,022	—351,482	689,540
1882-83	...	...	...	...	1,046,483	—635,610	410,873
1883-84	...	...	...	...	1,473,138	—135,218	1,337,920
1884-85	...	...	...	...	1,391,270	—256,211	1,135,059
1885-86	...	...	...	...	1,628,033	—403,928	1,224,105
1886-87	...	...	...	...	862,685	—620,359	242,326
1887-88	...	...	...	...	991,936	—313,364	648,572
1888-89	...	...	...	...	969,816	—350,939	618,877
1889-90	...	...	...	...	905,798	—565,968	339,830
Total expenditure to end of 1889-90 ...					58,168,961	45,705,977	103,874,938
<i>Deduct</i> —Withdrawals by East Indian Railway Company					12,276,504	18,620,297	30,896,801
<i>Deduct</i> —Withdrawals by Eastern Bengal Railway Company					45,892,457	27,085,680	72,978,137
... ..					1,770,750	1,474,100	3,244,850
<i>Deduct</i> —Withdrawals by Sind, Punjab and Delhi Railway Company					44,121,707	25,611,580	69,733,287
... ..					6,226,076	4,853,607	11,079,683
...					37,895,631	20,757,973	58,653,604
<i>Deduct</i> —Withdrawals by Oudh and Rohilkhand Railway Company					4,358,107	4,910,204	9,268,311
...					33,537,524	15,847,769	49,385,293
<i>Add</i> —Expenditure during 1890-91 (partly estimated) ...					969,200	—471,100	498,100
Net withdrawals to end of 1890-91 ...					34,506,724	15,376,669	49,883,393

STATEMENT No. 13.

STATE LINES LEASED TO COMPANIES.

Statement of Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, and the Lucknow-Bareilly Railways during each financial year from the commencement to the 31st March 1891.

YEAR.					England.	India.	TOTAL.
					£	£	£
1881-82	...	...	...	...	170,000	...	170,000
1882-83	...	...	...	...	280,476	728,661	1,009,137
1883-84	...	...	...	...	340,820	538,001	878,821
1884-85	...	...	...	...	321,853	727,095	1,048,948
1885-86	...	...	...	...	261,937	1,406,216	1,668,153
1886-87	...	...	...	...	706,952	2,433,367	3,140,319
1887-88	...	...	...	...	1,688,658	3,375,644	5,064,302
1888-89	...	...	...	...	1,460,175	3,657,987	5,118,162
1889-90	...	...	...	...	605,126	1,507,289	2,112,415
Total expenditure from 1881-82 to end of 1889-90					5,835,997	14,374,260	20,210,257
1890-91 (Revised estimate)*					404,600	1,041,280	1,445,880
TOTAL					6,240,597	15,415,540	21,656,137

* Includes advances to the Rohilkhand-Kumaun Railway Company in connection with the Lucknow-Bareilly railway.

STATEMENT No. 14.

SUBSIDIZED RAILWAYS.

Statement of withdrawals out of Capital for expenditure, showing the amount withdrawn in England and in India by the Rohilkhand-Kumaun Railway Company during each financial year from the commencement to the 31st March 1890.

YEAR.					England.	India.	TOTAL.
					£	£	£
1882-83	...	...	...	...	40,000	...	40,000
1883-84	...	...	...	...	120,000	...	120,000
1884-85	...	...	...	...	20,000	...	20,000
1885-86	...	...	...	...	...	...	...
1886-87	...	...	...	...	20,000	...	20,000
1887-88	...	...	...	...	...	...	...
1888-89	...	...	...	...	...	...	...
1889-90	...	...	...	...	...	...	...
TOTAL					200,000	...	200,000

The Company has withdrawn £200,000 from the Secretary of State, but the actual expenditure to the close of the year 1890 was £194,579 only.

CHAPTER VII.

Traffic working.

East Indian Railway (Standard gauge).

The gross earnings of the line, including the Patna-Gya State railway, amounted to Rs. 4,39,56,842 and the working expenses to Rs. 1,41,52,196,* the net earnings being Rs. 2,98,04,646. The percentage of working expenses to gross earnings was 32·20.

The gross earnings of the East Indian railway proper amounted to Rs. 4,34,39,355 compared with Rs. 4,49,57,900 earned in 1889, while the working expenses fell from Rs. 1,58,42,930* in 1889 to Rs. 1,39,14,808* in 1890, so that the net earnings were better by Rs. 4,09,577 in 1890, notwithstanding a falling off in earnings of Rs. 15,18,545.

Gross earnings.

Compared with 1889, the fluctuations in the different sources of earnings were—

	Increase in 1890.		Decrease in 1890.	
	Rs.		Rs.	
Steam-boat earnings	...	19,990	Coaching earnings	4,21,865
Sundries	...	2,33,792	Goods earnings	13,46,454
		<u>2,53,782</u>	Electric telegraph earnings	4,008
				<u>17,72,327</u>
		Less increase in 1890		<u>2,53,782</u>
				<u>15,18,545</u>

Resulting, as shown above, in a falling off in gross earnings in 1890 of

About 258,000 less passengers were carried in 1890 and the average earnings per passenger, excluding season tickets, fell to 15½ annas compared with 15¾ annas in 1889.

The totals were—

				Passengers carried.	Earnings.
				No.	Rs.
1889	...	...	...	13,354,889	1,31,01,385
1890	...	...	...	13,097,238	1,26,92,162

The earnings from goods traffic for the year 1889, with which comparison is made, included a sum of Rs. 1,50,000 provisionally allowed by the Government of India, pending settlement of the question of the rate at which coal and other stores should be carried by the East Indian railway for State railways. Excluding this, the decrease in goods earnings during 1890 was Rs. 11,96,454, due to a general decline in the goods traffic owing to the unsettled state of the markets consequent on the violent fluctuations in exchange. The tonnage moved, the ton mileage, and the average sum received for carrying one ton one mile compare as below—

				1889.	1890.
Tons lifted	...	...	...	4,834,748	4,345,469
Ton miles	...	...	...	997,646,121	930,646,244
Average sum received for carrying one ton one mile	...	...	...	Pies 5·63	Pies 5·76

The increase in the steam-boat earnings was due to a general increase in passenger and goods traffic, while that under "Sundries" was derived principally from larger receipts under "Mileage and demurrage of vehicles over foreign lines," under "Receipts from foreign railways for use of lines, &c.," and under "Sales of revenue stores."

The largest reduction in expenses during the year was under "Maintenance of way, works, and stations." There was also an important saving under "Special and miscellaneous expenditure" owing to the almost entire absence of any payments to other lines, and to less charges under "Loss by exchange, &c.," due to the improved

* Including contribution to the Provident Fund.

sterling value of the rupee. Some less important savings occurred under "Locomotive expenses," "Carriage and wagon expenses," and "Traffic expenses," which have resulted from retrenchments in establishments and the lighter traffic worked.

Of the total decrease in the working expenses during 1890 as compared with the year preceding, viz., Rs. 19,28,122, a reduction of Rs. 15,65,281 occurred under "Maintenance of way, works, and stations." This result was due in a great measure to the more economical system of renewals of permanent-way which has been introduced during the past year, whereby the wholesale laying of Denham Olpherts' sleepers has been put a stop to until the life of the wooden sleepers in the road has been fully utilised. The expenditure on reballasting the road was also considerably smaller, as this work is now approaching completion. As usual, a total of 100 miles of road was relaid with steel rails during the year. It may also be mentioned that the maintenance expenditure during 1890 included an adjustment of Rs. 1,88,437 expended on strengthening bridges during the year preceding.

There was a considerable reduction in fixed establishment charges during the year under review.

Patna-Gya State Railway (Standard gauge).

2. The gross earnings were Rs. 5,17,487 compared with Rs. 5,21,515 in 1889, the working expenses Rs. 2,37,388 against Rs. 2,53,954 in 1889, and the net earnings Rs. 2,80,099 as compared with Rs. 2,67,561.

There was a decline in the coaching earnings of Rs. 19,095, and the number of passengers carried fell off by 13,295. The average amount received for the conveyance of each passenger was 8.12 annas. In 1889 it was 8.41 annas.

The falling off in the coaching traffic was, to a great extent, covered by an increase of Rs. 15,420 under goods earnings, due principally to improved earnings in the first half-year from grains, oil-seeds, sugar, and tobacco.

The reduction in working expenses and the better financial results of the year's working, notwithstanding a falling off of in gross earnings compared with 1889, was wholly due to the lower percentage of expenses to earnings at which the East Indian railway and branches were worked during the year 1890.

Bengal and North-Western, including the Tirhoot State Railway (Metre gauge).

3. The working of the Tirhoot State railway was transferred from State agency to the Bengal and North-Western Railway Company from the 1st July 1890, from which date the two railways have been worked as one undertaking. The gross earnings of the combined system during 1890 amounted to Rs. 46,01,591 against Rs. 41,08,498 during 1889, the working expenses to Rs. 20,28,228 against Rs. 20,76,288, and the net earnings to Rs. 25,73,364 against Rs. 20,32,210. The mean mileage worked during the year was 670.75 miles against 649.60 miles in 1889.

Taking the two lines separately, the results of working during the years 1889 and 1890 compare as under :

				Gross earnings.		Working expenses.		Net earnings.	
				1889.	1890.	1889.	1890.	1889.	1890.
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Tirhoot ...	...	...	...	18,96,674	23,92,803	9,18,428	10,71,837	9,78,246	13,20,966
Bengal and North-Western	...	...	...	22,11,824	22,08,788	11,57,86	9,56,390	10,53,964	12,52,398

The coaching earnings amounted to Rs. 18,04,772 against Rs. 16,82,979 in 1889.

The number of passengers carried during the year 1890 was 4,601,525, the earnings being Rs. 16,86,251. In 1889 the number of passengers carried was 4,399,886, and the earnings amounted to Rs. 15,74,030. The increase was almost entirely in the third class. The first and intermediate classes showed a slight increase, but in the second class there was a decrease in both halves of the year.

The tonnage of goods carried aggregated 709,855 tons in 1890 against 624,852 tons in 1889, the earnings therefrom being Rs. 22,85,143 against Rs. 19,05,411.

The improvement in goods traffic was chiefly in rice, on which there was an increase of 80,286 tons and of Rs. 3,29,902. Salt, saltpetre, hides, sugar, kerosine oil, tobacco, piece-goods, metals, and firewood showed increases, while large quantities of railway material for the Durbhunga-Bairagnia, Revilganj and Bahram Ghát branches were carried during the year. There was a considerable decrease in cheap food-grains, which in 1889 were largely imported into Tirhoot to meet scarcity caused by drought.

The decrease in the working expenses was chiefly under "General charges" Rs. 23,876, "Locomotive expenses" Rs. 17,211, and "Special and miscellaneous expenditure" Rs. 12,682. The "Traffic expenses" showed an increase of Rs. 13,547 owing to the opening of the branch to Sitamarhi and of the Kunwa Ghát station, and to the extra train-mileage run.

Bareilly-Pilibhit State Railway (Metre gauge).

4. The gross earnings during 1890 amounted to Rs. 1,19,451 against Rs. 1,09,855 in 1889, the working expenses to Rs. 78,929 against Rs. 73,002, and the net earnings to Rs. 40,522 against Rs. 36,853.

The increase in the number of passengers carried and in the earnings therefrom was from 129,859 to 140,334 and from Rs. 40,708 to Rs. 43,980, while the tonnage of goods carried rose from 36,839 tons to 39,618 tons and the earnings from Rs. 59,914 to Rs. 61,746.

The increase in the passenger traffic occurred during the first half of 1890, and was due to the visit of His Royal Highness Prince Albert Victor of Wales to the Nepal terai, and to the Prime Minister of Nepal and his followers having travelled over the line in a special train.

The increased expenditure occurred under "Maintenance of way, works, and stations," and was due principally to outlay in ballasting during the first half of 1890.

Bengal-Nágpur Railway (Standard gauge).

5. The sanctioned length of this railway is 830 miles, of which 586 miles were open for traffic at the end of the year 1890. The mean mileage worked during the year was 545·65 miles against 291·31 miles during 1889.

The gross earnings amounted to Rs. 28,64,578 against Rs. 20,40,943 during 1889, and the working expenses to Rs. 23,17,116 against Rs. 16,37,783, while the net earnings showed an increase of Rs. 1,44,301.

The improvement in the earnings was due to the additional length worked, which also accounts for the increase in the working expenses. The commodities which showed the largest increases were: coal, cotton, grains, oil-seeds, salt, stone and lime, timber, and miscellaneous articles of merchandise.

Indian Midland Railway (Standard gauge).

6. The gross earnings of the line, including the Bhopal Itársi railway, amounted to Rs. 35,09,178, the working expenses to Rs. 29,82,064, and the net earnings to Rs. 5,27,114, which sum includes the loss on working the Bhopal-Itársi railway referred to in paragraph 31.

The gross earnings on the Indian midland railway proper increased from Rs. 27,22,157 to Rs. 31,24,365, or by Rs. 4,02,208, the working expenses increased from Rs. 21,26,107 to Rs. 25,24,585, or by Rs. 3,98,478, and the net earnings increased from Rs. 5,96,050 to Rs. 5,99,780, or by Rs. 3,730.

The number of passengers carried during 1890 was 1,305,218 against 1,112,944 in 1889, and the earnings therefrom amounted to Rs. 13,16,740 against Rs. 10,06,855. The tonnage of goods lifted was 582,875 tons against 634,064 tons, and the earnings therefrom Rs. 15,48,724 against Rs. 15,37,841. The earnings from the passenger traffic increased in a larger ratio than the numbers owing to the longer average distance travelled in 1890. The increase in the earnings from goods was due to the increased average distance carried, the tonnage having fallen off owing to the heavy monsoon of 1890 and the failure of crops.

The increase in the working expenses occurred chiefly in the Engineering and Carriage and wagon departments, due to repairs and renewals of permanent-way and rolling-stock.

There was a decrease under "Locomotive expenses" due chiefly to smaller consumption of fuel owing to reduced traffic.

The through mail service between Itársi and Tündla was accelerated during the year, and the mails between Madras, Bombay, and Lahore are now carried over this route, which is also being used for the transport of troops moving between Bombay and the North-Western Provinces and Oudh and the Punjab.

Rajputana-Malwa State Railway (Metre gauge).

7. The gross earnings of the year were Rs. 1,74,28,281, or Rs. 25,01,724 less than those of 1889.

Coaching traffic showed a falling off in earnings of Rs. 2,40,574, and goods traffic a decrease in the tonnage lifted of 148,532 tons and in earnings of Rs. 22,92,177.

The large decrease in gross earnings was mainly due to the fall in the traffic in raw cotton, grains, and oil-seeds. The smaller passenger traffic also contributed to the decline in the gross earnings. The fall in the commodities mentioned was as under :

				Decrease.	
				Tons.	Rs.
Cotton, raw	...	...	...	8,965	3,13,321
Wheat	...	...	...	50,035	6,78,368
Other grains	...	...	...	45,678	7,28,651
Oil-seeds...	...	...	...	58,282	7,92,476

This traffic was for the most part *viâ* Sabarmati, chiefly for Bombay.

The working expenses amounted to Rs. 87,85,756, or Rs. 3,47,032 less than those of 1889.

The net earnings were Rs. 86,42,525, or Rs. 21,54,692 less than those of 1889.

Under working expenses the results in comparison with 1889 are as follows :

		Increase.	Decrease.
		Rs.	Rs.
Maintenance of way, works, and station	...	...	2,82,486
Locomotive expenses	...	...	5,17,671
Carriage and wagon expenses	...	5,36,889	...
Traffic expenses	...	...	70,084
General charges	...	273	...
Special and miscellaneous expenditure	...	...	13,953
Net decrease in 1890	...	...	3,47,032

Southern Mahratta Railway, including the Mysore section (Metre gauge).

8. The mean mileage worked during the year was 1,309.22 miles against 1,123.59 miles worked during 1889, the increase being due to the opening of additional sections of the line.

The gross earnings, which amounted to Rs. 56,57,414, were better than those of the previous year by Rs. 7,29,536; the working expenses,* which amounted to Rs. 44,33,340, were more by Rs. 6,77,275, the net earnings showing an increase of Rs. 52,261.

* Including contribution to the Provident Fund.

Of the total increase in the earnings, Rs. 3,44,113 occurred under "Coaching" and Rs. 3,92,712 under "Goods," due chiefly to the additional mileage worked, and to the establishment of through communication with foreign railways.

The increase in the working expenses was partly due to the additional mileage worked, and partly to the cessation of establishment charges against capital, to the write-back from capital to revenue of Rs. 46,536 for ballasting, and to special renewals of sleepers and ballasting on which Rs. 2,40,231 were expended.

Bezvāda Extension Railway (Standard gauge.)

9. The terms under which this line is worked by the Nizam's Guaranteed State Railway Company have been approved by Government, and will be found on page 84, Chapter IV, of Part II of the Administration Report for 1889-90.

The gross earnings decreased from Rs. 76,671 in 1889 to Rs. 74,730, or by Rs. 1,941, and the working expenses from Rs. 60,345 to Rs. 58,413, or by Rs. 1,932. The net earnings remained nearly constant.

The number of passengers carried increased from 103,485 to 142,760, and the passenger earnings from Rs. 18,865 to Rs. 26,183. The tonnage of goods carried decreased from 60,545 tons to 46,119 tons, and the earnings from Rs. 54,521 to Rs. 45,962.

The increase in the numbers of and earnings from passengers was mainly due to the improvement in third class traffic.

The decrease in working expenses was principally under "Maintenance of way, works, and stations." The expenses under other heads are based on the same percentage of working expenses to receipts as obtained on the Nizam's Guaranteed State railway.

Villupuram-Guntakal State Railway (Mètre gauge).

10. *Nellore branch.*—The gross earnings decreased from Rs. 2,54,535 in 1889 to Rs. 2,42,601 in 1890 and the working expenses from Rs. 1,79,555 to Rs. 1,73,644, or by Rs. 5,911. The net earnings showed a falling off of Rs. 6,023.

The decrease in the number of passengers carried and in the earnings was from 703,626 to 663,878 and from Rs. 1,84,926 to Rs. 1,72,815 respectively.

The tonnage of goods carried decreased from 63,963 to 48,062, but the earnings rose from Rs. 61,254 to Rs. 62,201.

The decrease in the earnings from passengers was mainly due to a falling off in third class traffic in consequence of the prevalence of cholera, and that in the tonnage of goods to a reduction of 15,684 tons under railway material.

Villupuram-Tiruvanamalai section.—This section (42½ miles in length) was opened for traffic on the 17th November 1890, and the gross earnings amounted to Rs. 19,948, of which Rs. 17,434, or 87 per cent., were derived from coaching traffic. The working expenses amounted to Rs. 11,091, so that the net earnings were Rs. 8,857.

The large passenger traffic was due to a festival having taken place at Tiruvanamalai shortly after the line was opened.

North Western, including the Amritsar-Pathankot and Jammu and Kashmir Railways (Standard gauge).

11. As compared with 1889, the gross earnings decreased from Rs. 2,81,08,838 to Rs. 2,72,86,821, or by Rs. 8,22,017, and the working expenses from Rs. 1,79,22,078 to Rs. 1,71,41,434, or by Rs. 7,80,644. The net earnings decreased by Rs. 41,373, having fallen from Rs. 1,01,86,760 to Rs. 1,01,45,387.

There was a decrease in the number of passengers carried from 10,063,719 to 9,846,954, but the earnings therefrom rose from Rs. 76,15,910 to Rs. 77,27,752, or by Rs. 1,11,842. The tonnage of goods carried rose from 2,919,818 to 3,206,041 tons, but the earnings fell from Rs. 1,87,98,296 to Rs. 1,78,01,062.

The decrease in the number of passengers carried was under third class 154,544 and intermediate class 66,290, while the increase in earnings was principally contributed by the third class. The increase in the tonnage of goods chiefly occurred under "Railway materials for construction," 246,093 tons, and under "Limestone, kunker, and bricks," 109,915 tons. The decrease in the earnings from goods traffic occurred under "Railway plant and rolling stock," Rs. 7,80,171; "Oil-seeds," Rs. 4,71,883; "Wheat," Rs. 3,83,678; and "Wool," Rs. 1,43,473.

The decrease in the working expenses was principally as under :—

	Rs.
Maintenance of way, works, and stations ...	5,38,164
Locomotive expenses	5,40,237

The decrease under "Maintenance of way, works, and stations" was due to smaller renewals of permanent-way, the number of miles renewed being 268·35 against 303·05 in the preceding year, and to a smaller outlay of Rs. 51,084 under "Repairs of stations and buildings." The decrease under "Locomotive expenses" was due to the renewal of 4 engines against 16 in 1889, and to a less outlay of Rs. 1,31,240 under "Unclassified expenditure."

On the lines decided upon last year, a new agreement was entered into with Messrs. Robert Alexander & Co. and Sir Charles Forbes & Co. for the through booking by the Hall Line Steamers of passengers, parcels, and goods between India and Europe. But, owing to the form of bill of lading not having been sanctioned till recently, no goods were booked.

The following statement compares the North Western railway earnings from passengers and parcels traffic of 1890 with that of 1889 :

	1889.		1890.	
	No. or weight.	Amount.	No. or weight.	Amount.
		Rs.		Rs.
<i>From India to England.</i>				
1st class passengers	294	12,434	199	10,694
2nd " "	45½	1,067	28	798
3rd " "	19	221	7	83
Luggage	Tons 3·474	621	Tons. 3·131	480
Parcels	" 0·262	28	" 2·542	1,124
TOTAL	...	14,371	...	13,179

	1889.		1890.	
	No. or weight.	Amount.	No. or weight.	Amount.
		Rs.		Rs.
<i>From England to India.</i>				
1st class passengers	133½	7,118	106½	5,378
2nd " "	15	457	8	171
3rd " "	3	31	5	55
Luggage	Tons 15·549	1,569	Tons 12·902	1,607
Parcels	" 0·474	55	" 1·579	364
Dogs	...	...	3	16
TOTAL	...	9,230	...	7,581

From this it will be seen that there has been no development of passenger traffic during 1890, but on the contrary a decrease. The principal stations booking to England were Ráwalpindi, Umballa, Saháranpur, Lahore, and Pesháwar, while the principal stations to which passengers were booked from England were Amritsar, Pesháwar, Ráwalpindi, Lahore, and Seálkot. The traffic in parcels shows signs of development, and this is probably due to the alteration in rates introduced in April 1890.

The following changes were made in rates during the year 1890 :

- (a) Passenger fares were slightly increased with effect from 1st May.
- (b) The rate for luggage for bookings from India to England was reduced from Re. 1 to 14 annas per 4 seers, and the rate from England to India from 18 to 14 pence per 4 seers.
- (c) The rate for parcels for bookings from India to England was reduced from 8 annas to 4 annas per lb., and from England to India from 12 to 6 pence per lb.

The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of this railway separately :

	Commercial section.	Military section.	Total.
	Rs.	Rs.	Rs.
Total capital outlay on open line, including steam-boat and suspense.	29,41,00,580	10,29,98,245	39,70,98,825
	Miles.	Miles.	Miles.
Mean mileage worked	1,607,62	792,56	2,400,18
Train-mileage	6,310,519	1,309,721	7,620,240
	Rs.	Rs.	Rs.
Gross earnings	2,36,63,503	36,23,318	2,72,86,821
Working expenses	1,31,29,672	40,11,762	1,71,41,434
Net earnings	1,05,33,831	—3,88,444	1,01,45,387
Percentage of working expenses to gross earnings.	55.48	110.72	62.82
Percentage of net earnings on total capital outlay, including suspense.	3.58	—0.38	2.55

Oudh and Rohilkhand Railway (Standard gauge).

12. The gross earnings amounted to Rs. 73,81,396 compared with Rs. 75,39,683 in 1889, resulting in a decrease of Rs. 1,58,287, or 2.10 per cent. The net earnings amounted to Rs. 37,54,478, giving a percentage of expenditure to gross earnings of 49.14, compared with net earnings of Rs. 42,04,076 and a working percentage of 44.24 in 1889.

It may be mentioned that the gross earnings of 1889 were considerably in excess of those of any previous corresponding period owing to exceptionally good crops and exports, while the earnings of the year 1890 have been very seriously affected by bad weather, bad crops, breaches in the line, and a dull market in England. Notwithstanding these disadvantages, the net revenue of the year 1890, although less than the exceptionally good year of 1889, was more than Rs. 3,00,000 in excess of the net revenue of any other previous year.

The passenger traffic showed a decrease in number of 131,015 and in earnings of Rs. 30,549, of which the lower class contributed a decrease in number of 136,050 and in earnings of Rs. 60,704, there being an increase in upper and intermediate class of 5,035 in number and of Rs. 30,155 in earnings.

The decrease in the lower class passenger traffic was due to the severity of the rainy season, which was a particularly heavy one in July and August, and caused floods which breached the railway line in two places, and submerged large tracts of country near Bareilly and Cawnpore. Much damage to property

and standing crops was the consequence, while malaria and a cholera epidemic followed the floods, and seriously affected the traffic of the railway.

The increase in upper and intermediate class traffic was principally due to the visit of His Royal Highness Prince Albert Victor to the stations along this railway.

Under goods traffic there was an improvement of 88,646 tons in weight, but a falling off of Rs. 18,563 in earnings, which occurred chiefly under the head of grains.

The decrease in grains was due to the destruction of the crops by the heavy rains, the rice crop being greatly injured, and to a comparatively small quantity having been exported. On the other hand, considerable quantities were imported short distances for home consumption, which accounted for a considerable decrease in the ton-mileage of goods carried.

The earnings under "Sundries" showed a decrease of Rs. 1,27,146, which occurred chiefly under "Mileage and demurrage of vehicles," owing to the exports to Howrah having been less than in the preceding year.

The working expenses amounted to Rs. 36,26,918 compared with Rs. 33,35,607 in 1889. The increase occurred chiefly under "Maintenance of way, works, and stations."

Of the total increase in the Maintenance charges, Rs. 2,42,701 occurred under the head of "Maintenance and renewal of permanent-way," due to the heavy renewals effected during the year, as shown in the following table:

	1889.	1890.	Increase.
Steel rails, 75 lbs.	28.98 miles	44.63 miles	15.65 miles.
Sleepers	No. 16,663	No. 28,629	No. 11,966

The price of steel rails also rose from Re. 1 per foot in 1889 to Rs. 1-5-4 per foot in 1890. The remaining increase was mainly due to the repairs of the heavy breaches in the line near Cawnpore and Bareilly.

There was a decrease in the "Locomotive expenses" of Rs. 63,061, due to a reduced consumption of fuel per train-mile and to a small reduction in the issue price of coal per ton. On the other hand, there was an increase of Rs. 36,811 in the carriage of revenue stores owing to the stock of coal in 1889 having been kept abnormally low. Allowing for savings on other items, there was a net decrease in the expenditure under this head of Rs. 46,984.

Lucknow-Sitapur-Serāmau State Railway (Metre gauge).

13. The gross earnings during 1890 amounted to Rs. 3,37,288 against Rs. 3,18,875 in 1889, the working expenses to Rs. 2,45,472 against Rs. 2,07,860, and the net earnings to Rs. 91,816 against Rs. 1,11,015.

The number of passengers carried during 1890 and 1889 was 517,006 and 524,290 respectively, and the earnings therefrom amounted to Rs. 1,59,892 against Rs. 1,57,593. The decrease in the number was due in a great measure to the heavy rainy season of 1890 and to breaches on the Oudh and Rohilkhand railway. The increase in the earnings was due to the longer average distance travelled per passenger.

The goods traffic showed a decrease in tonnage lifted from 83,375 tons to 77,211 tons, but an increase in earnings from Rs. 1,48,566 to Rs. 1,63,460.

The line was worked by the Oudh and Rohilkhand railway at a rate of 50 per cent. of the gross earnings. The expenditure for the maintenance of the line, which was carried out by the Government of the North-Western Provinces and Oudh, amounted to Rs. 50,980 against Rs. 40,940. The increase was chiefly due to the additional cost of permanent-way materials and to enhanced charges under "General superintendence" owing to the promotion of the Executive Engineer and to establishment charges having been debited to Revenue instead of to Capital as heretofore.

Eastern Bengal State Railway.

(*Eastern and Southern sections, Standard gauge; Northern, Assam-Bihar, and Dacca sections Metre gauge; Kaunia-Dharila branch, 2' 6" gauge*).

14. The mean mileage worked during 1890 was 757·58 miles against 709·34 miles in 1889. The ferry on the Kosi river between Ancharághât and Kunwa Ghât, which consists of country boats, and is about 2 miles across, and connects the Eastern Bengal and Tirhoot State railways, is worked by the Eastern Bengal State railway.

The gross earnings amounted to Rs. 1,14,78,381 in 1890 against Rs. 1,11,76,674 in 1889, but, owing to the working expenses having been more by Rs. 4,23,011, the net earnings showed a decrease of Rs. 1,21,304.

The increase in the number of passengers carried and in the earnings was from 7,682,740 to 7,876,516, and from Rs. 31,87,531 to Rs. 32,89,801; while the goods tonnage rose from 1,107,028 tons to 1,171,714 tons, and the earnings from Rs. 64,46,104 to Rs. 67,41,067.

The net increase in the coaching traffic amounted to Rs. 65,881, and was due mainly to a normal development of the passenger traffic on the line, specially on the Dacca section; to the opening of the Budge-Budge branch and the line to Ancharághât; to a *mela* at Bansra on the Southern section, and to pilgrims who travelled on the occasion of an eclipse of the moon in November 1890. The only other point in connection with the coaching traffic which calls for remark was the large decrease in the parcels traffic; this was due to a falling off in the despatches of fish and specie. The increase in the goods traffic took place in the June half-year, and is accounted for by large despatches of jute, rice, and other grains, and to an improvement in the salt traffic. During the second half of the year there was a falling off in the goods traffic as compared with the corresponding period of the previous year, which is to some extent accounted for by the floods, but was principally due to the produce being kept back up-country on account of a fluctuating exchange and low prices. The transport of these goods is merely postponed, and their carriage will probably be accounted for in the earnings of the current half-year.

The increase in the working expenses was principally as under :

	Rs.
Maintenance of way, works, and stations ...	1,46,382
Carriage and wagon expenses ...	81,563
Traffic expenses ...	1,06,013
General charges ...	47,368
Total ...	<u>3,81,326</u>

The increase in the maintenance charges occurred chiefly under "Maintenance and renewals of permanent-way," due to heavy renewals with 50-lb. rails on the Northern section, and to the issue of Denham and Olpherts' sleepers for maintenance on the Eastern section, and also to the additional length of line maintained and to flood damages.

The increase in the "Carriage and wagon expenses" was due to the renewal of 18 goods wagons, to heavy repairs in comparison with the previous year, and to fewer stores having been returned to stock.

The increase in the "Traffic expenses" was due to the opening of additional stations on the Behar section and Budge-Budge line, to a larger expenditure in fuel and in oil on account of improvements in the lighting of trains and stations on the river banks. The difficulty of working and the constant changes of the river terminus at Damukdia also partly accounted for the increase in the expenses under this head.

Bengal Central Railway (Standard gauge).

15. The gross earnings for the year were Rs. 6,67,804, or Rs. 69,387 less than those of the year 1889. The chief cause of this decrease was the inevitable stoppage of the through running of trains for 19 days during the floods in September. The working expenses amounted to Rs. 4,21,898 against Rs. 4,41,203, and the net earnings to Rs. 2,45,906 against Rs. 2,95,988.

Expenditure on maintenance was necessarily higher in 1890 owing to the flood damages; for the year 1889 it aggregated Rs. 89,844, whilst in 1890 it reached Rs. 1,01,766. The payment to the Eastern Bengal State railway for working the line was, however, less by Rs. 27,734 owing to smaller earnings.

Nalhati State Railway (4' 0" gauge).

16. The gross earnings during the year amounted to Rs. 1,00,823 against Rs. 1,04,010 in 1889, and the working expenses to Rs. 78,653 against Rs. 81,311, the net earnings being less by Rs. 529.

The earnings from coaching traffic were Rs. 62,186 against Rs. 64,426; the decrease was chiefly due to the falling off in the second and third class passenger traffic. There was an increase of Rs. 1,112 in the goods traffic during the year principally under the head "General merchandise."

The increase in the working expenses was principally due to the construction of four low-sided wagons at the cost of revenue.

Wardha Coal State Railway (Standard gauge).

17. The gross earnings decreased from Rs. 3,32,793 to Rs. 3,26,736, or by Rs. 6,057, and the working expenses increased from Rs. 1,70,515 in the previous year to Rs. 2,07,355, or by Rs. 36,840. The net earnings decreased by Rs. 42,897, having fallen off from Rs. 1,62,278 to Rs. 1,19,381.

The decrease in the number of passengers and in the earnings was from 153,609 to 150,303 and from Rs. 41,564 to Rs. 40,050 respectively.

The tonnage of goods carried rose from 148,236 to 153,308, and the earnings from Rs. 1,87,542 to Rs. 1,93,665. The improvement in the goods traffic occurred chiefly under "Coal," "Grains," and "All other articles of merchandise."

There was a decrease of Rs. 10,506 in the earnings under "Electric telegraph" and "Sundries," due chiefly to less mileage run by home vehicles on foreign railways.

The increase in the working expenses was principally as under—

	Rs.
Maintenance of way, works, and stations	19,453
Carriage and wagon expenses	6,367
General charges	8,991

The increase under "Maintenance of way, works, and stations" was due to heavy renewals of sleepers along the line.

The increase in "Carriage and wagon expenses" was due to the low-sided goods stock having been fitted with 9" x 3 $\frac{3}{4}$ " journal axles and oil boxes in place of those measuring 8" x 3 $\frac{1}{8}$ ".

The increase in "General charges" was mainly due to a new system of distributing the charges between the railway and colliery having been introduced.

Cherra-Companyganj State Railway (2' 6" gauge).

18. The gross earnings increased from Rs. 10,316 in 1889 to Rs. 17,490, or by Rs. 7,174, and the working expenses were reduced from Rs. 24,830 to Rs. 20,346, or by Rs. 4,484. The net loss was reduced by Rs. 11,658, and stood at Rs. 2,856.

The increase in the number of passengers carried and in the earnings was from 23,640 to 24,407 and from Rs. 1,771 to Rs. 1,861 respectively, while the tonnage of goods rose from 13,919 tons to 25,019 tons and the earnings from Rs. 8,335 to Rs. 15,148.

The increased passenger and goods traffic, although not quite satisfactory, may be considered hopeful when compared with the results of previous years. The improvement in the goods traffic occurred chiefly under "Limestone," and was due to the better facilities offered to consignors by the provision of sidings to their quarries as well as to economy in loading.

Jorhát State Railway (2' 0" gauge).

19. The gross earnings increased from Rs. 59,665 in 1889 to Rs. 61,967 in 1890, and the working expenses decreased from Rs. 63,208 to Rs. 55,805. The net earnings for the year 1890 were Rs. 6,162 against a loss of Rs. 3,543 in 1889.

The increase in the number of passengers carried and in the earnings was from 50,944 to 57,943 and from Rs. 9,509 to Rs. 10,292 respectively, and the tonnage of goods rose from 8,682 to 9,145 tons, and the earnings from Rs. 48,863 to Rs. 50,196.

The decrease in the working expenses was principally as under:

	Rs.
Maintenance of way, works, and stations ...	2,487
Locomotive expenses ...	3,376
General charges ...	1,677

Burma State Railway, including the Toungoo-Mandalay extension (Metre gauge).

20. The gross earnings increased from Rs. 46,90,264 in 1889 to Rs. 54,71,432, or by Rs. 7,81,168, and the working expenses from Rs. 31,16,711 to Rs. 31,23,241, or by Rs. 6,530. The net earnings increased by Rs. 7,74,639, having risen from Rs. 15,73,552 to Rs. 23,48,191. The mean-mileage worked increased from 534.78 in 1889 to 554.40 in 1890.

The increase in the number of passengers carried and in the earnings was from 4,938,124 to 5,236,890 and from Rs. 27,72,215 to Rs. 30,15,508 respectively, while the tonnage of goods carried rose from 567,902 tons to 617,488 tons, and the earnings from Rs. 17,10,793 to Rs. 22,19,785.

The increase in the passenger traffic was due partly to the increased mileage worked, and partly to a general development of traffic. The increase in the goods traffic may be attributed partly to increased open and train mileage worked, to a favourable paddy season, and to the gradual expansion of trade on the Toungoo-Mandalay extension, including the running up of material for the Mu Valley railway.

The small increase in the working expenses was due to the subordinate construction staff having been kept on for some time after the opening of the Toungoo-Mandalay extension, to heavier charges for renewing fencing, to jungle clearance carried out on the Sittang line, to repairs of bridges and stations, and also to heavy laterite pitching at the Pyuntaza bridge on the Sittang line to protect the pier foundations against scour.

Great Indian Peninsula Railway and branches (Standard gauge).

21. The gross earnings of the line increased from Rs. 3,70,68,815 in 1889 to Rs. 3,81,45,242 in 1890, or by Rs. 10,76,427. The working expenses* decreased from Rs. 1,90,59,340 to Rs. 1,89,94,983, or by Rs. 64,357. The improvement in the net earnings of 1890 thus amounted to Rs. 11,40,784.

The number of passengers carried increased from 12,104,602 to 12,325,056 and the earnings from Rs. 73,02,335 to Rs. 73,82,333, or by nearly Rs. 80,000, the increase being entirely in the third class traffic. Minor decreases, however, under other sub-heads have reduced the net increase in coaching traffic to Rs. 29,000.

The tonnage of goods carried increased from 2,624,297 tons to 2,667,472 tons, and the earnings on this tonnage from Rs. 2,79,43,119 to Rs. 2,89,38,849. The improvement occurred principally under "Grains," "Oil-seeds," "Oils," "Sugar," "Provisions," "Timber," "Carriage of coal for Revenue," and "Carriage of other Revenue stores;" but a large decrease took place in "Cotton, raw," "Dyes and tans," and in "All other articles of merchandise."

The decrease in working expenses was principally made up, in round numbers, of a saving of Rs. 1,68,000 in Carriage and wagon expenses against an increase of Rs. 1,23,000 in Maintenance of way, works, and stations: the former was due to reduced outlay on renewal of coaching stock and to the rise in exchange; the latter was caused partly by enhanced outlay on ballast, and partly by smaller credits obtained for stores returned.

* Excludes expenditure incurred direct by the State on the Dhond-Manmád and Amráoti State railways.

Bombay, Baroda and Central India Railway (Standard gauge).

22. The gross earnings of the year were Rs. 1,29,40,370 against Rs. 1,32,34,371 in 1889, or a decrease of Rs. 2,94,001.

The coaching earnings were more by Rs. 69,304. The passenger traffic showed an increase of 453,622 in numbers carried, and in earnings of Rs. 49,493. This improvement was chiefly in third class passengers: 423,746 in numbers carried and Rs. 80,856 in earnings. The number of intermediate class passengers carried fell off by 8,748, and the earnings therefrom by Rs. 41,650.

The tonnage of goods carried was less by 62,614 tons and the earnings by Rs. 3,59,470. Of the total decrease in the goods earnings, Rs. 2,32,795 occurred under "General merchandise" and Rs. 88,392 under "Coal for the public and construction." The decrease under the former head was principally due to a falling off in the traffic in "Wheat," "Other grains," and "Oil-seeds."

The working expenses were Rs. 54,42,193 against Rs. 56,17,118 in 1889, or a decrease of Rs. 1,74,925, made up as follows:—

	Increase.	Decrease.
	Rs.	Rs.
Maintenance of way, works, and stations	...	78,449
Locomotive expenses	...	1,55,429
Carriage and wagon expenses	55,511	...
Traffic expenses	7,463	...
General charges	13,458	...
Special and miscellaneous expenditure	...	17,479
Net decrease	...	1,74,925

The net earnings were less by Rs. 1,19,076, being Rs. 74,98,177 against Rs. 76,17,253 in 1889.

As regards working expenses, the decrease under "Maintenance of way, works, and stations" was due to improved exchange and to savings under establishment due to the Chief Engineer acting for the Agent, and to his appointment and that of a Resident Engineer having been filled by an acting officer.

Under "Locomotive expenses," the decrease was due to better exchange and to smaller consumption of coal owing to reduced traffic.

The increase under "Carriage and wagon expenses" was due to heavy repairs of goods vehicles; that under "Traffic expenses" to large issues of new sheets and ropes, and to increased cost of General Traffic Manager's Office; and that under "General charges" to increased percentage of general charges debited to the Bombay, Baroda and Central India railway owing to reduced traffic on the Rajputana-Malwa State railway, and to larger payments by the Board for inspection of material in England.

The decrease under "Special and miscellaneous expenditure" was due to smaller payments for compensation and to the usual half-yearly contribution of Rs. 6,000 towards the education of the children of the Company's European employés not having been paid.

Madras Railway (Standard gauge).

23. The gross earnings increased from Rs. 91,10,895 in 1889 to Rs. 95,06,134, or by Rs. 3,95,239, and the working expenses decreased from Rs. 53,72,473 to Rs. 49,84,654, or by Rs. 3,87,819. The net earnings increased by Rs. 7,83,059, having risen from Rs. 37,38,421 to Rs. 45,21,480.

There was a decrease in the number of passengers carried from 8,852,222 to 8,760,807, but an increase in earnings from Rs. 31,80,363 to Rs. 32,53,077, while the tonnage of goods carried rose from 1,098,616 to 1,194,446 tons, and the earnings from Rs. 52,04,228 to Rs. 53,56,233.

The decrease in the number of passengers carried occurred chiefly in the second half-year, and is attributable to the increase introduced in October 1890 in the rates for third class passengers by mail trains. To the same cause is also attributable the increase in earnings. The improvement in the goods traffic

occurred chiefly in sugar and timber. The decrease in the working expenses was principally under—

	Rs.
Maintenance of way, works, and stations	2,85,632
Carriage and wagon expenses	1,61,393

The decrease under “Maintenance of way, works, and stations” was almost entirely caused by the credit afforded to working expenses for stores returned into stock, valued at Rs. 2,63,073. The decrease under “Carriage and wagon expenses” was caused by a reduction in the number of goods vehicles renewed (in money Rs. 1,24,502), and by a decrease of Rs. 35,332 in the amount charged for “Loss by exchange.”

On the 1st April 1890 a revised time-table was introduced on both the north-west and south-west lines, affecting generally the train service throughout the system. The principal alterations were designed to reduce the duration of the journey from Madras to Calicut by the morning train, and to meet as far as possible the wishes of the Southern Mahratta railway in connection with their midday service from and to Bangalore City. One goods train in each direction over the Bangalore branch was converted into a mixed train, and the goods train between Pódanúr and Olavakotu was converted into a mixed train, and the service extended to Coimbatore and Pálghat.

On the 1st October important alterations in the train service, principally over the north-west line, were brought into force. Hitherto, in consequence of the prohibition of night running, over the Bhoze Ghát on the Great Indian Peninsula railway, all efforts to shorten the duration of the journey between Madras and Bombay have proved futile. As soon as this restriction was removed, the Madras railway, in conjunction with the Great Indian Peninsula railway, took steps to accelerate the mail service, which resulted in the duration of the journey on the Madras railway from Raíchúr being shortened by 2 hours and 35 minutes, and that to Raíchúr by 1 hour and 25 minutes. In addition to the alteration in the timing of the north-west line mail trains, very general changes were introduced over the whole system, the most important of which on the north-west line were the extension of the former mixed service between Madras and Cuddapah to Raíchúr, and the running of a new train from Renigunta to Arkónam to connect with the Villupuram-Guntakal State railway train from Tirupati.

South Indian, including the Pondicherry Railway (Metre gauge).

24. The gross earnings increased from Rs. 56,84,843 in 1889 to Rs. 61,84,474, and the working expenses decreased from Rs. 39,96,712 to Rs. 35,53,525, or by Rs. 4,43,187. The net earnings increased by Rs. 9,42,818, having risen from Rs. 16,88,131 to Rs. 26,30,949.

The increase in the number of passengers carried and in the earnings was from 7,778,681 to 8,055,289 and from Rs. 28,87,467 to Rs. 29,93,722 respectively. The tonnage of goods carried decreased from 1,238,999 to 1,161,624, but the earnings rose from Rs. 25,70,041 to Rs. 29,00,575. The increase in the earnings from passengers was mainly due to improvement in the earnings from third class traffic. The improvement in the goods traffic was due to longer leads, the increases occurring principally under grains, metals, stone, and lime.

The decrease in the working expenses was principally as under :

	Rs.
Maintenance of way, works, and stations	4,34,338
Carriage and wagon expenses	38,518

The decrease under “Maintenance of way, works, and stations” was mainly due to smaller renewals of the new 50-lb. permanent-way and to the consequent decrease under loss by exchange. Large savings also appear in repairs to bridges in consequence of the flood protective works of the line being practically completed. The decrease under “Carriage and wagon expenses” was due to a saving in loss by exchange, and to the smaller conveyance of revenue stores.

On the 1st April a revised and extended train service was brought into force with the principal object of crossing the mail trains at Villupuram, which, as

the junction with the Villupuram-Guntakal State railway and the Pondicherry branch, has become an important station. In remodelling the time-tables to effect this crossing, opportunity was taken to accelerate the running speed and improve the timing of the trains over the whole system. Local trains working in advance of the mails were introduced on the Chingleput, Cuddalore, and Trichinopoly-Madura sections to relieve the mail trains from overcrowding, and the service between Madura and Trichinopoly and between Trichinopoly Fort and the Junction was extended.

On the 1st October fresh time-tables were introduced in order to maintain connection with the Madras railway on the accelerated service between Madras and Bombay coming into force.

Tárakeshwar Railway (Standard gauge).

25. The gross earnings were Rs. 2,86,526 against Rs. 2,84,895 in 1889, the working expenses Rs. 1,42,243 compared with Rs. 1,48,317 in 1889, and the net earnings Rs. 1,44,282, shewing an increase of Rs. 7,704.

The decrease of Rs. 6,074 in the working expenses was due to the East Indian railway and branches having been worked at a lower percentage of expenses to earnings than was the case in 1889.

Deoghur Railway (Metre gauge).

26. The gross earnings fell from Rs. 28,533 in 1889 to Rs. 26,095 in 1890, the working expenses from Rs. 15,839 to Rs. 15,180, and the net earnings from Rs. 12,694 to Rs. 10,915.

The number of passengers decreased from 213,024 to 186,248, and the earnings therefrom from Rs. 25,865 to Rs. 23,941. The goods traffic fell from 7,855 tons to 6,802 tons, and the earnings from Rs. 2,466 to Rs. 1,971.

The decrease in the passenger traffic was due to general unhealthiness during the year.

Rohilkhand-Kumaun Railway (Metre gauge).

27. The gross earnings amounted to Rs. 3,14,834 against Rs. 3,20,206 in 1889, the working expenses to Rs. 1,63,831 against Rs. 1,60,071, and the net earnings to Rs. 1,51,003 against Rs. 1,60,135.

The passenger traffic declined in numbers from 142,300 to 133,721, and in earnings from Rs. 1,46,230 to Rs. 1,37,542. The goods traffic, on the other hand, increased from 41,114 tons to 48,440 tons and from Rs. 81,187 to Rs. 85,171.

The decrease in the passenger traffic was principally due to pilgrims having been prohibited from visiting the shrines in the interior of Kumaun owing to the scarcity of grain in the district, and partly to the very heavy monsoon of 1890 and the breaches of communication caused thereby between Káthgodám and the hills.

Darjeeling-Himalayan Railway (2' 0" gauge).

28. The gross earnings increased from Rs. 5,74,293 in 1889 to Rs. 5,76,436 in 1890, or by Rs. 2,143, and the working expenses decreased from Rs. 3,45,176 to Rs. 3,43,541, or by Rs. 1,635. The net earnings (including debenture interest) increased by Rs. 3,779, having risen from Rs. 2,29,116 to Rs. 2,32,895.

The decrease in the total number of passengers carried was from 45,610 to 44,545, while the earnings rose from Rs. 1,67,055 to Rs. 1,67,167. The tonnage of goods carried rose from 21,950 tons to 23,797 tons and the earnings from Rs. 3,47,832 to Rs. 3,57,090 respectively.

The slight decrease in the passenger traffic occurred under first and third class passengers, and the improvement in the goods traffic occurred chiefly under grains, oil, provisions, sugar, stone, lime, tea, timber, and tobacco.

Dibru-Sadiya Railway (Metre gauge).

29. The gross earnings amounted to Rs. 5,14,266 against Rs. 4,64,019 in 1889, the working expenses to Rs. 3,37,306 against Rs. 3,38,873, and the net earnings to Rs. 1,76,960 against Rs. 1,25,146.

The passenger traffic increased in number from 78,454 to 81,556, but, owing to short distance traffic in the third class, the earnings fell from Rs. 49,785 to Rs. 49,095.

The goods traffic showed an increase in both the tonnage lifted and in the earnings, the figures being as follows:

		Tonnage lifted.	Earnings. Rs.
1890	...	162,788	4,41,130
1889	...	132,074	3,91,098
Increase	...	30,714	50,032

The increase occurred mainly under "Coal," due to the increased market found for the Assam Trading Company's coal from the Makum coal-fields. "General merchandise" also contributed to the increase.

Thatón-Duyinzáik Railway (2' 6" gauge).

30. The gross earnings increased from Rs. 29,197 in 1889 to Rs. 33,772 in 1890, the working expenses from Rs. 15,310 to Rs. 19,458, and the net earnings from Rs. 13,887 to Rs. 14,314.

The division of the gross earnings between coaching and goods was as follows:

		1889. Rs.	1890. Rs.
Coaching	...	12,944	9,287
Goods	...	16,253	24,485
Total	...	29,197	33,772

The increased expenditure occurred mainly in the Carriage and wagon department.

Bhopal-Itarsi Railway (Standard gauge).

31. The gross earnings increased from Rs. 3,47,098 in 1889 to Rs. 3,84,814 in 1890, the working expenses from Rs. 3,70,872 to Rs. 4,57,478, and the net loss from Rs. 23,774 to Rs. 72,664.

The increase in the number of passengers carried and in the earnings was from 2,39,937 to 2,49,091 and from Rs. 1,05,692 to Rs. 1,24,695. The increase in the goods traffic was from 104,534 tons to 159,507 tons and from Rs. 2,24,288 to Rs. 2,39,182.

The increase in the passenger traffic occurred under all classes. The increase in the goods traffic was chiefly under "General merchandise," and would probably have been much larger but for the very heavy rains of 1890 which rendered the roads in many districts impassable, and for inferior harvests owing to the failure of previous cold weather rains.

Of the total increase of Rs. 86,606 in the working expenses, Rs. 37,809 occurred under "Maintenance of way, works, and stations," owing to heavy renewals. The rest of the working charges are a proportionate share of the working expenses of the entire Indian Midland railway system.

The Nizam's Guaranteed State Railway, including the Bezwada Extension (Standard gauge).

32. The gross earnings increased from Rs. 23,34,133 in 1889 to Rs. 25,82,000, the working expenses* fell from Rs. 15,61,620 to Rs. 15,42,409, and the net earnings rose from Rs. 7,72,513 to Rs. 10,39,591.

The increase in the passenger traffic was in numbers from 1,000,491 to 1,095,204 and in earnings from Rs. 6,95,886 to Rs. 7,37,424. The increase in the goods traffic was in earnings from Rs. 14,56,856 to Rs. 16,83,446. In tonnage lifted there was a decrease from 527,805 tons to 384,682 tons.

The increase in the passenger traffic was mainly due to the improvement in the third class traffic. The increase in the earnings from goods traffic was

* Excludes expenditure incurred direct by the State on the Bezwada Extension railway.

entirely due to an improvement in the coal traffic. The "Merchandise general" traffic fell off both in the tonnage lifted and in the earnings.

The decrease in the working expenses was wholly due to the smaller expenditure incurred in 1890 on special renewals of permanent-way on the Wadi-Secunderabad section, *viz.*, Rs. 2,21,570 against Rs. 2,81,104. Excluding this expenditure, the total ordinary expenditure in all departments rose from Rs. 12,80,516 to Rs. 13,20,839.

The Gaekwar's Dabhoi Railway (2' 6" gauge).

33. The gross earnings increased from Rs. 1,42,989 in 1889 to Rs. 1,95,027 in 1890, the working expenses from Rs. 93,591 to Rs. 1,20,457, and the net earnings from Rs. 49,398 to Rs. 74,570.

The passenger traffic increased in numbers from 292,914 to 356,858 and in earnings from Rs. 89,892 to Rs. 1,11,687. The goods traffic increased in tonnage lifted from 29,448 tons to 49,054 tons and in earnings from Rs. 49,017 to Rs. 77,592.

The increased working expenses occurred mainly under "Maintenance of way, works, and stations" and "Locomotive expenses," due to the rebuilding of certain culverts, to the cost of rails for renewals during the half-year; and to increased train-mileage and extra expenditure on account of wages and allowances of drivers and firemen.

The Gaekwar's Mehsana Railway (Metre gauge).

34. The gross earnings rose from Rs. 53,290 in 1889 to Rs. 59,241 in 1890, the working expenses from Rs. 32,943 to Rs. 35,933, and the net earnings from Rs. 20,347 to Rs. 23,308.

The earnings from coaching traffic rose from Rs. 34,549 to Rs. 35,485, and those from goods traffic from Rs. 18,726 to Rs. 23,742.

The line was worked by the Bombay, Baroda and Central India Railway Company on the terms specified on page 153 of Part II of the Administration Report for 1889-90.

The Gaekwar's Petlad Railway (Standard gauge).

35. This railway, 13.35 miles in length, was opened for traffic on the 5th May 1890.

The gross earnings from the date on which the line was opened for traffic to the end of the year amounted to Rs. 32,648, of which Rs. 23,609 were from coaching traffic and Rs. 8,381 from goods traffic. The working expenses amounted to Rs. 11,779 and the net earnings to Rs. 20,869.

The line is worked by the Bombay, Baroda and Central India Railway Company for the same percentage of working expenses on gross earnings as obtains on the home line, plus $7\frac{1}{2}$ per cent. on the capital cost of the rolling stock used.

Rajpura-Bhatinda Railway (Standard gauge).

36. The gross earnings during 1890 amounted to Rs. 5,66,946, the working expenses to Rs. 3,11,820, and the net earnings to Rs. 2,55,126. No comparison is possible with the results of 1889, as the figures for that year are only available from the 13th October 1889, the date on which the line was extended from Patiala to Bhatinda. The transactions prior to that date are included with those of the North Western railway.

The number of passengers carried during 1890 was 540,811 and the tonnage of goods lifted 156,254. The earnings were Rs. 2,22,046 and Rs. 3,24,797 respectively.

The line was worked by the North Western railway at the rate of 55 per cent. on gross earnings.

Jodhpore Railway (Metre gauge).

37. The gross earnings increased from Rs. 3,59,358 in 1889 to Rs. 3,70,826, and the working expenses from Rs. 1,67,100 to Rs. 1,74,634. The net earnings increasing from Rs. 1,92,258 to Rs. 1,96,192, gave a percentage on the capital

cost of 8.63. The increase in the coaching earnings over 1889 was only Rs. 930. The increase in the goods was chiefly due to carriage of materials for the Jodhpore-Bikanir railway.

The increase in the working expenses was principally under maintenance, Rs. 5,306, due to renewals of sleepers. There was also an increase in the consumption of fuel and in mileage of foreign stock occasioned by the enhanced traffic.

Bhavnagar-Gondal-Junagarh-Porbandar Railway (Metre gauge).

38. The mean mileage worked during 1890 was 333.25 miles against 274.71 miles in 1889.

The gross earnings amounted to Rs. 15,71,788 against Rs. 13,80,416 in 1889, but, owing to the working expenses having risen from Rs. 7,80,585 to Rs. 9,71,521, the net earnings were almost constant, being Rs. 6,00,267 against Rs. 5,99,831. Of the total increase in the earnings, Rs. 1,26,585 occurred under coaching and Rs. 84,296 under goods traffic.

The number of passengers carried was 1,328,406 against 1,160,903 in 1889, and the earnings therefrom Rs. 7,77,824 against Rs. 6,62,421.

The increase in passengers and other coaching traffic was due to the opening of the Dhoráji-Porbandar section for coaching traffic from the 17th December 1889.

The total tonnage of goods moved was 182,245 tons against 181,742 tons in 1889, and the earnings therefrom were Rs. 7,05,468 against Rs. 6,21,172.

The increase in goods traffic occurred chiefly in coal, cotton, metals, oils, oil-seeds, salt, sugar, and stone and lime. This increase was also to some extent due to the opening of the Dhoráji-Porbandar section for goods traffic from the 1st of October 1889.

The increase in the working expenses was mainly due to the additional mileage worked and to extensive renewals of sleepers on the Bhavnagar-Gondal section.

Morvi Railway (2' 6" gauge).

39. The gross earnings increased from Rs. 1,77,321 in 1889 to Rs. 2,95,227 in 1890, the working expenses from Rs. 1,20,595 to Rs. 2,07,677, and the net earnings from Rs. 56,726 to Rs. 87,550.

The number of passengers rose from 157,183 to 204,742 and the earnings therefrom from Rs. 1,00,005 to Rs. 1,57,956, while the increase in the goods traffic was from 10,624 tons to 20,349 tons and from Rs. 64,236 to Rs. 1,10,159.

The increased expenditure occurred chiefly in the Engineering and Locomotive departments, and was due to the opening of the Rájkot branch, to special maintenance charges, and to the running of an extra passenger train from October 1890.

The through-booking of all descriptions of traffic with all Indian railways was commenced in January 1890.

A mixed train in addition to the mail has been running from the 7th October 1890, thus doubling the passenger train-mileage.

Statement showing the Passenger Traffic on the several

Serial No.	RAILWAY.	PASSENGER					
		FIRST CLASS.		SECOND CLASS.		THIRD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	State Lines worked by Companies.		Rs.		Rs.		Rs.
I	EAST INDIAN (a) ...	48,111	4,84,048	168,862	6,35,829	677,275	5,82,912
II	PATNA-GYA ...	Included	with the East	Indian railway.		...	...
III	{ TIRHOOT ... BENGAL AND NORTH-WESTERN ... }	14,978	41,956	18,201	28,313	21,101	15,450
	BARBILLY-PILBHIT ...	379	1,200	...	...	1,388	1,107
V	BENGAL-NAGPUR ...	3,968	14,746	20,011	16,831	41,681	16,470
VI	INDIAN MIDLAND (c) ...	6,956	59,263	25,391	80,973	82,138	95,332
VII	BHOPAL-ITÁRSI (BRITISH SECTION) ...	Included	with the Indian Midland railway.			...	...
VIII	RAJPUTANA-MALWA ...	15,778	1,28,140	63,999	1,93,539	222,755	2,52,250
X	DHOND-MANMÁD ...	Included	with the Great Indian Peninsula railway.			...	...
XI	SOUTHERN MAHRATTA (d) ...	11,491	64,356	32,367	72,558	...	...
XII	SOUTHERN MAHRATTA, MYSORE SECTION	Included	with the Southern Mahratta railway.			...	...
XIII	BEZYÁDA EXTENSION ...	Included	with the Nizam's Guaranteed State railway.			...	...
	VILLUPURAM-GUNTAKAL--						
	NELLORE-TIRUPATI SECTION ...	731	1,697	3,715	2,344	...	...
	VILLUPURAM-TIRUVANAMALAI SECTION ...	48	122	384	365	...	...
	TOTAL ...	102,440	7,95,528	332,430	10,30,752	1,046,338	9,63,521
	State Lines worked by the State.						
XVII	NORTH WESTERN (e) ...	45,239	3,12,343	121,859	3,56,652	347,777	3,70,133
XVIII	AMRITSAR-PATHÁNKOT ...	Included	with the North Western railway.			...	...
XIX	JAMMU AND KASHMIR (BRITISH SECTION)	Included	with the North Western railway.			...	...
XX	ODDH AND ROHILKHAND ...	...	...	(f) 43,345	(f) 1,64,959	105,115	1,37,014
	LUCKNOW-SITAPUR-SERAMAU ...	...	...	(f) 3,646	(f) 7,644	4,675	3,618
XXI	EASTERN BENGAL ...	40,016	1,37,979	126,213	1,52,105	992,012	4,31,961
XXII	BENGAL CENTRAL ...	2,627	4,743	32,971	14,880	152,720	69,312
XXIII	NALHÁTI ...	578	1,707	5,431	4,606	...	...
	WARDHA COAL ...	281	753	384	560	1,543	980
XXIV	CHERRA-COMPANYGANJ ...	(f) 130	(f) 128	...	...	(g) 24,277	(g) 1,733
XXV	JORHÁT ...	(f) 1,836	(f) 1,825	...	...	(g) 56,107	(g) 7,953
XXVI	BURMA (h) ...	15,476	81,638	124,390	2,02,562	...	...
XXVII	TOUNGGOO-MANDALAY ...	Included	with the Burma State railway.			...	...
	TOTAL ...	106,183	5,41,116	458,239	9,03,968	1,684,226	10,22,704
	CARRIED OVER ...	208,623	13,36,644	790,669	19,34,720	2,730,564	19,86,225

(a) Includes the Patna-Gya State railway.

(b) These figures do not agree with those given in the Revenue Accounts owing to the through passenger traffic being counted once only in the traffic return.

(c) Includes the Bhopal-Itársi railway.

(d) Includes the Southern Mahratta railway, Mysore section.

No. 15.

Railways during the year ending the 31st December 1890.

TRAFFIC.					RAILWAY.	Serial No.
LOWEST (3RD OR 4TH) CLASS.		Other coaching traffic.	TOTAL.			
Number.	Earnings.		Number.	Earnings.*		
	Rs.	Rs.		Rs.	State Lines worked by Companies.	
13,866,236	1,14,28,985	16,39,554	(b) 14,259,984	1,47,71,328	EAST INDIAN (a) ...	I
...	...	...	...	...	PATNA-GYA ...	II
4,547,245	16,00,532	1,18,521	4,601,525	18,04,772	{ TIRHOOT ... { BENGAL AND NORTH-WESTERN ...	III
138,567	41,673	3,811	140,334	47,791	BAREILLY-PILIBHIT.	
1,048,122	4,54,341	40,990	1,113,782	5,43,378	BENGAL-NÁGPUR ...	V
1,365,889	12,05,867	1,71,498	(b) 1,480,374	16,12,933	INDIAN MIDLAND (c) ...	VI
...	...	...	...	...	BHOPAL-ITÁRSI (BRITISH SECTION) ...	VII
8,258,987	45,95,504	6,06,326	8,561,519	57,75,759	RAJPUTANA-MALWA ...	VIII
...	...	...	...	...	DHOND-MANMÁD ...	X
4,027,108	21,08,428	2,35,781	4,070,966	24,81,123	SOUTHERN MAHRATTA (d)...	XI
...	...	...	...	...	SOUTHERN MAHRATTA, MYSORE SECTION	XII
...	...	...	...	...	BEZVÁDA EXTENSION ...	XIII
659,432	1,68,774	5,196	663,878	1,78,011	VILLUPURAM-GUNTAKAL— NELLORE-TIRUPATI SECTION.	
35,785	16,796	151	36,217	17,434	VILLUPURAM-TIRUVANAMALAI SECTION.	
33,447,371	2,16,20,900	28,21,828	34,928,579	2,72,32,529	TOTAL.	
					State Lines worked by the State.	
9,332,079	66,88,623	12,48,180	9,846,954	89,75,931	NORTH WESTERN (e) ...	XVII
...	...	...	...	...	AMRITSAR-PATHÁNKOT ...	XVIII
...	...	...	...	...	JAMMU AND KASHMIR (BRITISH SECTION)	XIX
(g) 4,760,152	(g) 27,77,079	3,16,402	4,908,612	33,95,454	ODDH AND ROHILKHAND ...	XX
(g) 508,685	(g) 1,48,630	9,695	517,006	1,69,587	LUCKNOW-SITAPUR-SERAMAU.	
6,718,275	25,67,756	4,19,920	7,876,516	37,09,721	EASTERN BENGAL ...	XXI
1,223,317	3,89,740	18,631	1,411,635	4,97,306	BENGAL CENTRAL ...	XXII
166,132	50,458	5,415	172,141	62,186	NALHÁTI ...	XXIII
148,095	37,757	3,119	150,303	43,169	WARDHA COAL.	
...	...	112	24,407	1,973	CHEBBA-COMPANYGANJ ...	XXIV
...	...	514	57,943	10,292	JORHÁT ...	XXV
5,097,024	27,31,308	1,70,923	5,236,890	31,86,431	BURMA (h) ...	XXVI
...	...	...	...	...	TOUNGGOO-MANDALAY ...	XXVII
27,953,759	1,53,91,351	21,92,911	30,202,407	2,00,52,050	TOTAL.	
61,401,130	3,70,12,251	50,14,739	65,130,986	4,72,84,579	CARRIED OVER.	

(c) Includes the Amritsar-Pathámkot and the Jammu and Kashmir railways.

(f) Upper class.

(g) Lower class.

(h) Includes the Toungoo-Mandalay extension.

* See also statements Nos. 26 and 28.

Statement showing the Passenger Traffic on the several

Serial No.	RAILWAY.	PASSENGER					
		FIRST CLASS.		SECOND CLASS.		THIRD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	BROUGHT FORWARD ...	208,623	Rs. 13,36,644	790,669	Rs. 19,34,720	2,730,564	Rs. 19,86,225
	Lines worked by Guaranteed Companies.						
XXXII	GREAT INDIAN PENINSULA (a) ...	70,189	3,88,162	564,897	5,99,059	(b) 585,580	(b) 9,77,989
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (d) ...	102,144	1,31,804	960,022	3,12,977	488,984	7,69,139
XXXIV	MADRAS ...	16,854	1,59,014	74,345	2,00,088	...	...
	SOUTH INDIAN (e) ...	14,469	53,377	119,951	1,09,812	...	...
	TOTAL ...	203,656	7,32,357	1,719,215	12,21,936	1,074,564	17,47,128
	Assisted Companies.						
XXXVI	TÁRAKESHWAR ...	312	₹ 277	2,779	1,168	82,434	19,956
XXXVII	DEOGHUR ...	635	318	...	...	185,613	23,623
XXXVIII	ROHILKHAND-KUMAUN ...	3,286	30,826	...	...	6,448	32,206
XXXIX	DARJEELING-HIMALAYAN ...	3,600	43,863	7,663	52,606	...	...
XL	DIBRU-SADIYA ...	2,129	4,935	1,837	2,504	...	...
XLI	THATŌN-DUXINZÁIK ...	...	...	...	...	...	...
	TOTAL ...	9,962	80,219	12,279	56,278	274,495	75,785
	Lines owned by Native States and worked by Companies.						
XLII	KHÁMGAON ...	Included with the Great Indian Peninsula railway.					...
XLIII	AMRÁOTI ...						...
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION) ...						...
XLV	THE NIZAM'S GUARANTEED STATE (g) ...	6,577	47,458	31,752	61,306	(b) 260,302	(b) 1,51,379
XLVI	THE GAEKWAR'S DARHOL ...	...	...	(h) 3,887	(h) 4,236	...	...
XLVII	THE GAEKWAR'S MEHSÁNA ...	...	...	1,114	696	...	...
XLVIII	THE GAEKWAR'S PETLÁD ...	165	121	1,182	470	3,456	844
	TOTAL ...	6,742	47,579	37,935	66,708	263,758	1,52,223
	Lines owned by Native States and worked by State Railway agency.						
L	RÁJPURA-BHÁTINDA ...	1,601	3,314	2,891	2,734	9,890	4,206
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION) ...	Included with the North Western railway.					...
	TOTAL ...	1,601	3,314	2,891	2,734	9,890	4,206
	Lines owned and worked by Native States.						
LII	JODHPORE ...	723	4,449	2,362	4,133	...	...
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-POR-BANDAR ...	3,644	12,684	25,435	30,911	...	...
LIV	MORVI ...	39	148	(i) 5,161	(i) 14,213	...	...
	TOTAL ...	4,406	17,281	32,958	40,257	...	...
	Foreign Lines.						
LVI	WEST OF INDIA PORTUGUESE ...	2,323	2,142	10,751	4,241	...	...
LVII	PONDICHERY ...	Included with the South Indian railway.					...
	TOTAL ...	2,323	2,142	10,751	4,241	...	...
	Total of all Railways ...	437,313	22,19,536	2,606,698	33,35,874	4,353,271	39,65,567

(a) Includes the Dhond-Maomád, Khámgaon, and Amráoti State railways.
 (b) Third class passengers by mail trains.
 (c) Third class passengers by other than mail trains.
 (d) Includes the Pátri branch.
 (e) Includes the Pondicherry railway.

No. 15—concl'd.

Railways during the year ending the 31st December 1890—concl'd.

TRAFFIC.

Lowest (3rd or 4th class).		Other coaching traffic.	TOTAL.		RAILWAY.	Serial No.
Number.	Earnings.		Number.	Earnings.*		
61,401,130	Rs. 3,70,12,251	Rs 50 14,739	65,130,986	Rs. 4,72,84,579	BROUGHT FORWARD.	
					Lines worked by Guaranteed Companies.	
(c) 11,104,390	(c) 54,17,123	13,93,720	12,325,056	87,76,053	GREAT INDIAN PENINSULA (a) ...	XXXII
12,337,692	26,94,766	5,02,708	13,888,842	44,11,394	BOMBAY, BARODA AND CENTRAL INDIA (d).	XXXIII
8,669,608	28,93,975	5,11,413	8,760,807	37,64,490	MADRAS ...	XXXIV
7,920,869	28,35,533	1,45,631	8,055,289	31,44,353	SOUTH INDIAN (e).	
40,032,559	1,38,41,397	25,53,472	43,029,994	2,00,96,290	TOTAL.	
					Assisted Companies.	
982,613	2,39,982	4,592	1,068,138	2,65,975	TARAKESHWAR ...	XXXVI
...	...	...	186,248	23,941	DEOGHUR ...	XXXVII
123,987	74,510	39,085	133,721	1,76,627	ROHILKHAND-KUMAUN ...	XXXVIII
33,282	70,698	44,907	44,545	2,12,074	DARJEELING-HIMALAYAN ...	XXXIX
77,590	41,656	8,790	81,556	57,885	DIBRU-SADIYA ...	XL
...	...	...	(f) 24,888	9,237	THATON-DUXINZAIK, ...	XLI
1,217,472	4,26,846	97,374	1,539,096	7,45,789	TOTAL.	
					Lines owned by Native States and worked by Companies.	
...	...	...	...	...	KHÁNGAON ...	XLII
...	...	...	...	...	AMRÁOTI ...	XLIII
(c) 796,573	(c) 4,77,231	90,670	1,095,204	8,28,094	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	XLIV
(i) 352,971	(i) 1,07,451	3,784	356,858	1,15,471	THE NIZAM'S GUARANTEED STATE (g)	XLV
190,453	33,368	1,421	191,567	35,485	THE GAEKWAR'S DABHOI ...	XLVI
119,580	21,225	949	124,383	23,609	THE GAEKWAR'S MEHSANA ...	XLVII
1,459,577	6,39,325	96,824	1,768,012	10,02,659	THE GAEKWAR'S PETLAD ...	XLVIII
					TOTAL.	
					Lines owned by Native States and worked by State Railway agency.	
526,429	2,11,792	17,502	540,811	2,39,548	RÁJPURA-BHÁTINDA ...	L
...	...	...	...	...	JAMMU AND KASHMIR (NATIVE STATE SECTION) (h)	LI
526,429	2,11,792	17,502	540,811	2,39,548	TOTAL.	
					Lines owned and worked by Native States.	
283,678	1,34,629	19,847	286,763	1,63,058	JODHPUR ...	LII
1,299,327	7,34,229	50,737	1,328,406	8,28,561	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	LIII
(i) 199,542	(i) 1,43,595	17,145	204,742	1,75,101	MORVI ...	LIV
1,782,547	10,12,453	87,729	1,819,911	11,66,720	TOTAL.	
					Foreign Lines.	
240,362	50,680	6,260	253,436	63,343	WEST OF INDIA PORTUGUESE ...	LVI
...	...	...	...	...	PONDICHERY ...	LVII
240,362	50,680	6,260	253,436	63,343	TOTAL.	
106,660,076	5,31,94,744	78,73,920	114,082,246	7,05,98,928	Total of all Railways.	

(f) 1st, 2nd, and 3rd class passengers not shown separately in the line return.

(g) Includes the Bezwada extension.

(h) Upper class.

(i) Lower class.

* See also statements Nos. 26 and 28.

STATEMENT

Statement showing the Goods Traffic on the several Railways

Serial No.	RAILWAY.	GOODS							
		GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION.		COAL FOR PUBLIC AND CONSTRUCTION.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	State lines worked by Companies.		Rs.		Rs.		Rs.		Rs.
I	EAST INDIAN (a) ...	2,334,214	2,05,83,329	9,806	4,20,481	26,209	32,458	1,458,440	62,37,567
II	PATNA-GYA ...	Included	with the East Indian railway			...	...	...	...
III	{ TIRHOOT ... BENGAL AND NORTH- WESTERN ... }	614,563	21,04,553	17	133	41,384	93,225	19,576	35,332
	BAREILLY-PILIBHIT ...	34,795	59,114	1	4	2,456	1,647	92	26
V	BENGAL-NÁGPUR ...	283,410	15,53,857	510	2,566	114,515	2,13,640	335,474	2,58,609
VI	INDIAN MIDLAND (c) ...	194,906	15,25,899	872	14,065	165,432	88,774	7,234	35,977
VII	BHOPAL-ITÁRSI (BRITISH SECTION).	Included	with the Indian Midland railway			...	...	...	...
VIII	RAJPUTANA-MALWA ...	1,080,638	1,07,73,429	7,493	1,22,623	15,066	23,208	7,529	51,572
X	DHOND-MANMÁD ...	Included	with the Great Indian Peninsula railway			...	...	...	...
XI	SOUTHERN MAHRATTA (d) ...	489,025	27,18,299	981	12,072	24,743	76,381	1,500	5,206
XII	SOUTHERN MAHRATTA, MYSORE SECTION.	Included	with the Southern Mahratta railway			...	...	...	...
XIII	BEZVÁDA EXTENSION ...	Included	with the Nizam's Guaranteed State railway			...	...	...	...
	VILLUPURAM-GUNTAKAL— NELLORE-TIRUPATI SECTION	37,648	57,124	2	16	...	...	...	...
	VILLUPURAM-TIRUVANA- MALAI SECTION.	728	1,072	...	...	5,708	1,074	...	...
	TOTAL ...	5,069,927	3,93,76,676	19,682	5,71,960	395,513	5,35,407	1,829,845	66,24,289
	State lines worked by the State.								
XVII	NORTH WESTERN (e) ...	1,730,835	1,57,28,741	17,124	3,95,354	498,562	2,62,142	42,848	2,65,555
XVIII	AMRITSAR-PATHÁNKOT ...	Included	with the North Western railway			...	...	...	...
XIX	JAMMU AND KASHMIR (BRITISH SECTION).	Included	with the North Western railway			...	...	...	...
XX	ODDH AND ROHILKHAND ...	693,629	31,14,656	2,818	28,666	108,941	52,544	36,830	2,29,830
	LUCKNOW-SITAPUR-SERAMAU ...	64,522	1,50,835	128	648	4,413	11,367	...	...
XXI	EASTERN BENGAL ...	893,070	62,02,491	344	2,476	57,682	1,59,866	76,695	1,22,523
XXII	BENGAL CENTRAL ...	59,077	1,39,502	156	196	...	...	22,659	19,119
XXIII	NALHÁTI ...	12,512	20,970	...	1	...	...	9,046	13,474
	WARDHA COAL ...	32,042	69,905	...	...	77	87	116,294	1,19,172
XXIV	CHEBBA-COMPANYGANJ ...	24,042	14,638	...	...	...	...	735	449
XXV	JORHÁT ...	8,085	47,787	...	...	260	365	304	1,123
XXVI	BURMA (g) ...	391,204	20,25,522	929	23,429	65,851	32,061	813	1,370
XXVII	TOUNGOO-MANDALAY ...	Included	with the Burma State railway			...	...	...	...
	TOTAL ...	3,909,018	2,75,15,047	21,499	4,50,770	735,786	5,18,432	306,224	7,72,615
	Lines worked by Guaranteed Companies.								
XXXII	GREAT INDIAN PENINSULA (h) ...	1,790,264	2,66,71,934	6,639	1,39,004	127,349	73,287	88,014	1,90,340
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (i).	963,635	75,74,223	992	26,633	12,891	25,855	24,438	1,38,139
XXXIV	MADRAS ...	844,111	50,23,050	1,353	54,280	5,511	16,495	11,027	60,560
	SOUTH INDIAN (j) ...	761,401	27,07,523	116	2,876	85,860	55,761	...	...
	TOTAL ...	4,359,411	4,19,76,730	9,100	2,22,793	231,611	1,71,398	123,479	3,89,039
	CARRIED OVER ...	13,338,356	10,88,68,453	50,281	12,45,523	1,362,910	12,25,237	2,259,548	77,85,943

(a) Includes the Patna-Gya State railway.
(b) These figures do not agree with those given in the Revenue Accounts owing to the through goods traffic being counted once only in the traffic return.
(c) Includes the Bhopal-Itársi State railway.
(d) Includes the Southern Mahratta railway, Mysore section.
(e) Includes the Amritsar-Patháńkot and Jammu and Kashmir railways.

No. 16.

during the year ending the 31st December 1890.

TRAFFIC.									RAILWAY.	Serial No.
COAL FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL.		LIVE STOCK.		MISCELLANEOUS.	TOTAL.			
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Ton .	Earnings.*		
	Rs.		Rs.		Rs.	Rs.	(b)	Rs.	State Lines worked by Companies.	
190,513	3,94,421	343,365	4,18,671	2,655	1,16,352	61,031	4,365,202	2,82,64,310		EAST INDIAN (a) ...	I
...	...	...	...	...	...	...	...	...	PATNA-GYA ...	II
24,370	20,742	9,654	11,253	291	5,834	14,071	709,855	22,85,143	{ TIRHOOT BENGAL AND NORTH- WESTERN ... }	III
...	...	2,274	744	...	...	211	39,618	61,746	BAREILLY-PILIBHIT.	
15,109	36,369	93,740	81,282	3	16	5,136	842,761	21,01,475	BENGAL-NÁGPUR ...	V
28,031	75,951	262,190	41,705	44	1,221	4,314	(b)658,709	17,87,906	INDIAN MIDLAND (c) ...	VI
...	...	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (BRITISH SECTION).	VII
65,054	2,35,905	51,419	1,22,806	2,010	33,187	13,584	1,229,209	1,13,81,314	RAJPUTANA-MÁLWA ...	VIII
...	...	...	...	...	...	...	...	...	DHOND-MANMÁD ...	X
8,308	26,663	127,516	2,20,702	96	2,242	12,052	652,769	30,73,617	SOUTHERN MAHRATTA(d) ...	XI
...	...	...	...	...	...	...	...	...	SOUTHERN MAHRATTA, MYSORE SECTION.	XII
...	...	...	...	...	...	...	...	...	BEZVÁDA EXTENSION ...	XIII
39	50	10,365	4,644	8	64	303	48,062	62,201	VILLUPURAM-GUNTAKAL—	
119	105	1,386	227	...	...	...	7,941	2,478	NELLORE-TIRUPATI SECTION	
									VILLUPURAM-TIRUVANA-MALAI SECTION.	
332,143	7,90,206	901,909	8,52,034	5,107	1,58,916	1,10,702	8,554,126	4,90,20,190	TOTAL.	
									State Lines worked by the State.	
96,199	2,69,701	819,367	7,91,024	1,106	36,508	52,037	3,206,041	1,78,01,062	NORTH WESTERN (e) ...	XVII
...	...	...	...	...	...	...	...	...	AMRITSAR-PATHÁNKOT ...	XVIII
...	...	...	...	...	...	...	...	...	JAMMU AND KASHMIR (BRITISH SECTION).	XIX
41,707	1,63,672	339,229	1,15,866	190	4,237	10,688	1,223,344	37,20,159	ODDH AND ROHILKHAND ..	XX
12	18	8,136	1,812	...	...	524	77,211 (f)	1,63,400	LUCKNOW-SITAPUR-SERMAU	
91,101	1,22,198	52,749	97,512	73	1,278	32,723	1,171,714	67,41,067	EASTERN BENGAL ...	XXI
5,232	1,872	1,081	721	4	75	632	88,209	1,62,117	BENGAL CENTRAL ...	XXII
74	34	2,254	799	...	...	256	23,886	35,534	NALHÁTI ...	XXIII
166	105	4,727	4,114	2	6	276	153,308	1,93,665	WARDHA COAL.	
242	15	...	...	...	...	46	25,019	15,148	CHERRA-COMPANFGANJ ...	XXIV
226	304	270	612	...	...	5	9,145	50,196	JORHÁT ...	XXV
7,317	12,039	149,642	78,522	1,732	37,193	9,649	617,488	22,19,785	BURMA (g) ...	XXVI
...	...	...	...	...	...	...	...	...	TOUNGOO-MANDALAY ...	XXVII
242,276	5,69,958	1,377,455	10,90,982	3,107	79,297	1,06,836	6,595,365	(f)3,11,02,198	TOTAL.	
									Lines worked by Guaranteed Companies.	
183,830	7,98,613	471,704	8,88,477	9,672	1,24,866	52,328	2,677,472	2,89,38,849	GREAT INDIAN PENINSULA (h) ...	XXXII
41,829	1,03,374	103,875	1,25,892	14,904	2,80,435	6,461	1,162,564	82,90,012	BOMBAY, BARODA AND CENTRAL INDIA (i) ...	XXXIII
2,808	5,386	328,605	1,57,272	1,031	23,408	15,782	1,194,446	53,56,233	MADRAS ...	XXXIV
15,871	28,965	298,284	98,178	92	1,407	5,865	1,161,624	29,00,575	SOUTH INDIAN (j) ...	
244,338	9,36,338	1,202,468	12,69,819	25,699	4,39,116	80,436	6,196,106	4,54,85,669	TOTAL.	
818,757	22,96,502	3,481,832	32,12,835	33,913	6,77,329	2,97,974	21,345,597	12,56,08,052 (f)	CARRIED OVER.	

(f) Excludes Rs. 1,744 on account of ballast train earnings due to the Oudh and Rohilkhand railway entered in the preceding columns, and included with the figures of the Oudh and Rohilkhand railway.

(g) Includes the Toungoo-Mandalay extension.

(h) Includes the Dhond-Manmád, Khámgaon, and Amráoti State railways.

(i) Includes the Pátri branch.

(j) Includes the Pondicherry railway.

* See also statements Nos. 26 and 28.

Statement showing the Goods Traffic on the several Railways

Serial No.	RAILWAY.	GOODS							
		GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION.		COAL FOR PUBLIC AND CONSTRUCTION.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	BROUGHT FORWARD ...	13,338,356	Rs. 10,88,68,453	50,281	Rs. 12,45,523	1,362,910	Rs. 12,25,237	2,259,548	Rs. 77,85,943
	Assisted Companies.								
XXXVI	TÁRAKESHWAR ...	18,137	17,730	...	...	391	564	1,002	708
XVII	DEOGHUR ...	6,605	1,071	...	...	...	...	...	...
XXXVIII	ROHILKHAND-KUMAUN ...	35,452	74,793	426	2,745	2,040	1,808	92	26
XXXIX	DARJEELING-HIMALAYAN ...	...	...	...	...	...	...	...	...
XL	DIBRU-SADIYA ...	21,962	1,55,902	...	...	...	...	139,759	2,79,008
XLI	THATÓN-DUYINZÁIK ...	14,209	24,486	...	...	...	...	...	...
	TOTAL (b) ...	96,365	2,74,882	426	2,745	2,431	2,372	140,853	2,79,742
	Lines owned by Native States and worked by Companies.								
XLII	KHÁMGAON ...	} Included with the Great Indian Peninsula railway.				...	...	...	...
XLIII	AMRÁOTI ...					...	...	...	...
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION).		Included with the Indian Midland railway.			...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE (d)	172,304	10,99,054	659	10,247	4,362	2,468	75,468	4,71,994
XLVI	THE GAEKWAR'S DABHOI	41,828	73,807	...	...	2,464	1,519	43	72
XLVII	THE GAEKWAR'S MEHSÁNA	13,750	11,315	...	...	28,096	12,225	...	...
XLVIII	THE GAEKWAR'S PETLÁD	8,081	8,052	...	...	17	5	...	...
	TOTAL ...	235,963	11,92,228	659	10,247	34,939	16,217	75,511	4,72,066
	Lines owned by Native States and worked by State Railway agency.								
L	RÁJPURA-BHÁTINDA ...	115,437	3,03,949	712	9,216	17,266	4,101	5,860	1,957
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION)	} Included with the North Western railway				...	...	...	...
	TOTAL ...	115,437	3,03,949	712	9,216	17,266	4,101	5,860	1,957
	Lines owned and worked by Native States.								
LII	JODHPORE ...	37,310	1,31,585	7	73	17,504	14,840	47	152
LIII	BHÁVNAGAR-GONDAL-JUNÁGAR-PORBANDAR.	119,341	6,46,876	...	...	42,884	32,877	2,252	6,603
LIV	MORVI ...	19,985	1,09,224	...	...	128	232	56	238
	TOTAL ...	176,636	9,37,685	7	73	60,516	47,949	2,355	7,043
	Foreign Lines.								
LVI	WEST OF INDIA PORTUGUESE	81,381	2,69,845	...	...	65	42	6,171	8,745
LVII	PONDICHERRY ...	} Included with the South Indian railway				...	...	...	...
	TOTAL ...	81,381	2,69,845	...	...	65	42	6,171	8,745
	Total of all Railways (b)	14,044,138	11,18,47,042	52,085	12,67,804	1,478,127	12,95,918	2,490,298	85,55,496

(a) Not included in the preceding columns, as details have not been furnished.
(b) Darjeeling-Himalayan railway excluded from details, but included in total figures.
(c) See footnote (b) above.

No. 16—concl'd.

during the year ending the 31st December 1890—concl'd.

TRAFFIC.									RAILWAY.	Serial No.
COAL FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL.		LIVE STOCK.		MISCELLANEOUS.	TOTAL.			
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.	Earnings.*		
818,757	Rs. 22,96,502	3,481,832	Rs. 32,12,835	33,913	Rs. 6,77,329	Rs. 2,97,974	21,345,597	Rs. 12,56,08,052	BROUGHT FORWARD.	
									Assisted Companies.	
3	4	2,090	443	...	...	186	21,623	19,635	TÁRAKESHWAR ...	XXXVI
197	...	...	...	...	...	...	6,802	1,971	DROGHUR ...	XXXVII
...	...	10,428	5,510	2	52	237	48,440	85,171	ROHILKHAND-KUMAUN ...	XXXVIII
...	...	...	...	...	...	...	(a) 23,797	(a) 3,57,090	DARJEELING-HIMALAYAN...	XXXIX
...	...	1,016	4,952	51	882	386	162,788	4,41,130	DIBRU-SADIYA ...	XL
...	...	...	...	...	...	...	14,209	24,486	THATÓN-DUYINZÁIK ...	XLI
200	4	13,534	10,905	53	934	809	(c) 277,659	(c) 9,29,483	TOTAL (b).	
									Lines owned by Native States and worked by Companies.	
...	...	...	...	...	...	...	...	...	{ KHÁMGAON ...	XLII
...	...	...	...	...	...	...	...	...	{ AMRÁOTI ...	XLIII
...	...	...	...	...	...	...	...	...	BHOPAL-ÍTÁRSI (NATIVE STATE SECTION).	XLIV
26,246	60,041	105,479	30,589	164	4,297	4,756	384,682	16,83,446	THE NIZAM'S GUARANTEED STATE (d).	XLV
445	224	4,262	1,717	12	35	218	49,054	77,592	THE GAEKWAR'S DABHOI ..	XLVI
...	...	14	26	...	...	176	41,860	23,742	THE GAEKWAR'S MEHSÁNA	XLVII
...	...	...	...	132	218	106	8,230	8,381	THE GAEKWAR'S PETLÁD...	XLVIII
26,691	60,265	109,755	32,332	308	4,550	5,256	483,826	17,93,161	TOTAL.	
									Lines owned by Native States and worked by State Railway agency.	
310	320	16,648	3,786	21	61	1,407	156,254	3,24,797	RÁJPURA-BHÁTINDA ...	L
...	...	...	...	...	...	...	...	...	JAMMÚ AND KASHMIR (NATIVE STATE SECTION).	LI
310	320	16,648	3,786	21	61	1,407	156,254	3,24,797	TOTAL.	
									Lines owned and worked by Native States.	
18	15	365	237	3	40	1,270	55,254	1,98,212	JODHPUR ...	LII
7,354	8,229	10,177	8,229	237	1,293	1,361	1,82,245	7,05,468	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	LIII
153	370	27	45	8	10	528	20,357	1,10,697	MORVI ...	LIV
7,525	8,614	10,569	8,511	248	1,343	3,159	257,856	10,14,377	TOTAL.	
									Foreign Lines.	
5	6	3,900	3,011	4	23	170	91,526	2,81,842	WEST OF INDIA PORTUGUESE	LVI
...	...	...	...	...	...	...	...	...	PONDICHERY...	LVII
5	6	3,900	3,011	4	23	170	91,526	2,81,842	TOTAL.	
853,488	23,65,711	3,636,238	32,71,380	34,547	6,84,240	308,775	(e) 22,612,718	(e) 12,99,51,712	(b) Total of all Railways.	

(d) Includes the Bezváda extension.

(e) See footnotes (f) on page 81 and (b) on page 82.

* See also Statements Nos. 26 and 28.

Statement showing the unit mileages of passengers and goods carried on

Serial No.	RAILWAY.	PASSENGER TRAFFIC.							General merchandise.
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.		
		First class.	Second class.	Third or Intermediate class.	Lowest class (3rd or 4th).	Total.	Ton-miles.		
	State Lines worked by Companies.								
I	EAST INDIAN (a)	6,263,367	20,235,693	32,131,577	879,013,929	937,644,566	10,529,715	597,841,891	
II	PATNA-GYA	Included with	the East Indian railway		...	...	...	...	
III	{ TIRHOOT BENGAL AND NORTH-WESTERN ... }	422,052	538,157	614,049	164,793,155	166,367,413	497,750	58,033,802	
	BAREILLY-PILIBHIT	12,797	...	47,225	4,000,623	4,060,645	12,110	1,175,037	
V	BENGAL-NÁGPUR	209,819	578,518	1,139,114	35,164,075	37,091,526	178,071	25,143,452	
VI	INDIAN MIDLAND (b)	1,037,722	3,317,935	(c) 6,107,662	91,152,154	101,615,473	918,035	34,209,845	
VII	BHOPAL-ITÁRSI (BRITISH SECTION) ...	Included with	the Indian Midland railway		...	...	...	...	
VIII	RAJPUTANA-MALWA	1,851,005	7,783,478	16,143,995	441,263,012	467,041,490	3,498,873	270,973,943	
X	DHOND-MANMÁD	Included with	the Great Indian Peninsula railway		...	...	...	...	
XI	SOUTHERN MAHRATTA (d)	1,087,858	2,649,284	...	165,826,052	169,563,194	903,739	51,362,496	
XII	SOUTHERN MAHRATTA, MYSORE SECTION	Included with	the Southern Mahratta railway		...	...	...	...	
XIII	BEZVÁDA EXTENSION	Included with	the Nizam's Guaranteed State railway		...	...	...	...	
	VILLUPURAM-GUNTAKAL—								
	NELLORE-TIRUPATI SECTION	27,157	112,495	...	16,209,000	16,348,652	14,418	1,407,826	
	VILLUPURAM-TIRUVANAMALAI SECTION.	1,952	17,502	...	1,612,449	1,631,903	517	25,271	
	TOTAL	10,913,729	35,233,062	56,183,622	1,799,034,449	1,901,364,862	16,553,228	1,040,173,562	
	State Lines worked by the State.								
XVII	NORTH WESTERN (e)	5,272,628	15,958,399	24,651,240	516,431,698	562,313,965	6,648,564	480,719,477	
XVIII	AMRITSAR-PATHÁNKOT	Included with	the North Western railway		...	...	...	...	
XIX	JAMMU AND KASHMIR (BRITISH SECTION).	Included with	the North Western railway		...	...	...	...	
XX	ODDH AND ROHILKHAND	...	(f) 3,519,135	6,576,650	(g) 213,279,625	223,375,410	1,716,734	92,991,079	
	LUCKNOW-SITAPUR-SERAMAU	...	(f) 163,072	173,684	(g) 14,268,472	14,605,223	42,174	4,316,353	
XXI	EASTERN BENGAL	2,077,722	5,026,441	27,890,893	197,256,438	232,251,494	1,495,223	116,983,853	
XXII	BENGAL CENTRAL	93,117	594,529	4,055,082	25,107,455	29,850,183	138,739	4,196,777	
XXIII	NALHÁTI	18,725	149,932	...	3,228,330	3,396,987	23,462	265,482	
	WARDHA COAL	9,451	13,424	47,241	3,624,809	3,694,925	5,808	1,116,849	
XXIV	CHEBBA-COMPANYGANJ	(f) 910	...	(g) 110,912	...	111,822	(h)	192,233	
XXV	JORHÁT	(f) 14,600	...	(g) 381,744	...	396,344	493	96,406	
XXVI	BURMA (i)	1,205,596	9,235,962	...	174,808,279	185,249,837	569,270	45,352,607	
XXVII	TOUNGOO-MANDALAY	Included with	the Burma State railway		...	...	...	...	
	TOTAL	8,692,749	34,660,894	63,887,446	1,148,005,106	1,255,246,195	10,640,467	746,231,116	
	CARRIED OVER	19,606,478	69,893,956	120,071,068	2,947,039,555	31,56,611,057	27,193,695	1,786,404,678	

(a) Includes the Patna-Gya State railway.
(b) Includes the Bhopal-Itarsi railway.
(c) Third class passengers by mail trains.
(d) Third class passengers by other than mail trains.
(d1) Includes the Southern Mahratta railway, Mysore Section.
(e) Includes the Amritsar-Pathankot and the Jammu and Kashmir railways.

No. 17.

the several Railways during the year ending the 31st December 1890.

GOODS TRAFFIC.							RAILWAY.	Serial No.
NUMBER OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								
Military stores.	Railway materials for construction.	Coal for the public and construction.	Coal for revenue only.	Revenue stores other than coal.	Live stock.	Total. *		
							State Lines worked by Companies.	
4,313,533	1,949,167	257,513,042	42,656,835	30,092,881	1,004,379	935,271,728	EAST INDIAN (a) ...	I
...	...	...	...	...	...	...	PATNA-GYA ...	II
1,220	3,707,905	1,231,541	1,139,127	681,541	168,725	64,963,861	TIRHOOT ...	III
							BENGAL AND NORTH-WESTERN	
47	75,083	184	...	39,705	...	1,290,006	BAREILLY-PILIBHIT.	
16,497	9,248,842	6,377,983	2,479,247	1,647,996	46	44,914,063	BENGAL-NAGPUR ...	V
164,143	3,156,856	1,542,872	5,356,893	2,940,402	26,045	47,397,055	INDIAN MIDLAND (b) ...	VI
...	...	...	...	...	...	...	BHOPAL-ITÁRSI (BRITISH SECTION) ...	VII
1,202,113	1,407,931	1,522,194	12,941,088	6,782,576	314,460	295,144,305	RAJPUTANA-MALWA ...	VIII
...	...	...	...	...	...	...	DHOND-MANMÁD ...	X
105,821	2,315,895	130,615	1,157,932	11,826,160	13,837	67,512,756	SOUTHERN MAHRATTA (d ¹) ...	XI
...	...	...	...	...	...	...	SOUTHERN MAHRATTA, MYSORE SECTION	XII
...	...	...	...	...	...	...	BEZVÁDA EXTENSION ...	XIII
							VILLUPURAM-GUNTAKAL—	
179	...	...	2,079	218,960	378	1,629,422	NELLORE-TIRUPATI SECTION ...	
...	44,884	...	4,999	10,920	..	86,074	VILLUPURAM-TIRUVANAMALAI SECTION	
5,803,553	22,406,513	268,318,431	65,738,200	54,241,141	1,527,870	1,458,209,270	TOTAL.	
							State Lines worked by the State.	
5,165,937	13,562,333	8,297,061	18,745,645	49,718,437	239,185	576,448,075	NORTH WESTERN (e) ...	XVII
...	...	...	...	...	...	...	AMRITSAR-PATHÁNKOT ...	XVIII
...	...	...	...	...	...	...	JAMMU AND KASHMIR (BRITISH SECTION).	XIX
330,460	3,379,727	15,239,112	11,444,263	7,532,184	28,557	130,945,382	ODDH AND ROHILKHAND ...	XX
7,536	463,257	...	1,258	62,096	...	4,850,500	LUCKNOW-SITAPUR-SERAMAU.	
27,368	5,639,834	4,355,704	8,620,951	6,873,331	5,621	142,506,662	EASTERN BENGAL ...	XXI
497	...	921,196	131,230	41,005	274	5,290,979	BENGAL CENTRAL ...	XXII
2	...	241,957	2,354	55,849	...	565,644	NALHÁTI ...	XXIII
...	2,936	5,053,239	7,709	283,842	62	6,464,637	WARDHA COAL.	
...	...	5,878	968	...	...	199,079	CHERRA-COMPANYGANJ ...	XXIV
...	2,608	5,206	1,594	2,354	...	108,168	JORHÁT ...	XXV
281,341	7,016,223	48,627	702,244	15,209,149	153,962	68,764,153	BURMA (i) ...	XXVI
...	...	...	...	...	...	...	TOUNGGOO-MANDALAY ...	XXVII
5,813,141	30,066,918	34,167,980	39,658,216	79,778,247	427,661	936,143,279	TOTAL.	
11,616,694	52,473,431	302,486,411	105,396,416	134,019,388	1,955,531	2,394,352,549	CARRIED OVER.	

(f) Upper class.
 (g) Lower class.
 (h) Information not furnished.
 (i) Includes the Toungoo-Mandalay extension.
 * See also statement No. 23.

Statement showing the unit mileages of passengers and goods carried on

Serial No	RAILWAY.	PASSENGER TRAFFIC.						General merchandise.
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	
		First class.	Second class.	Third or Intermediate class.	Lowest class (3rd or 4th).	Total.	Ton-miles.	
	BROUGHT FORWARD ...	19,606,478	69,893,956	120,071,068	2,947,039,555	3,156,611,057	27,193,695	1,786,404,678
	Lines worked by Guaranteed Companies.							
XXXII	GREAT INDIAN PENINSULA (a) ...	6,841,604	28,411,103	(c) 62,727,487	(d) 429,534,585	527,514,779	7,092,902	532,624,822
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (b) ...	2,531,814	12,940,862	49,224,898	219,717,583	284,415,157	3,104,746	159,348,813
XXXIV	MADRAS ...	2,803,619	7,828,772	...	326,918,669	337,549,060	2,577,350	123,921,999
	SOUTH INDIAN (e) ...	905,695	5,340,734	...	272,378,554	278,624,983	501,875	69,227,216
	TOTAL ...	13,082,732	54,521,471	111,952,385	1,248,547,391	1,428,103,979	13,276,873	885,122,850
	Assisted Companies.							
XXXVI	TARAKESHWAR ...	5,720	49,688	1,266,636	15,407,991	16,730,035	26,635	340,102
XXXVII	DEOGHUR ...	3,045	...	889,084	...	892,129	(f)	31,636
XXXVIII	ROHILKHAND-KUMAUN ...	187,880	...	412,232	4,600,008	5,200,120	94,363	1,486,076
XXXIX	DARJEELING-HIMALAYAN ...	123,574	221,070	...	896,671	1,241,315	(f)	(f)
XL	DIBRU-SADIYA ...	47,290	49,545	...	1,999,472	2,096,307	5,700	797,137
XLI	THATON-DUYINZAIK ...	...	...	...	(g) 199,104	199,104	...	113,672
	TOTAL ...	367,509	320,303	2,567,952	23,103,246	26,359,010	126,698	2,778,623
	Lines owned by Native States and worked by Companies.							
XLII	KHÁMGAON ...	Included with the Great Indian Peninsula railway			...	...	...	...
XLIII	AMRÁOTI ...				...	...	...	...
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)				...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE (h) ...	613,158	2,811,318	11,625,951	45,818,974	60,869,401	416,210	20,611,809
XLVI	THE GAEKWAR'S DABHOI ...	...	(i) 95,107	...	(j) 7,041,000	7,136,107	13,539	985,097
XLVII	THE GAEKWAR'S MEHSANA ...	...	17,969	...	2,847,450	2,865,419	4,549	233,319
XLVIII	THE GAEKWAR'S PETLAD ...	2,052	16,049	54,077	1,651,121	1,723,299	3,579	113,141
	TOTAL ...	615,210	2,940,443	11,680,028	57,358,545	72,594,226	497,877	21,943,366
	Lines owned by Native States and worked by State Railway agency.							
L	RÁJPURA-BHÁTINDA ...	47,858	90,462	272,101	16,659,651	17,070,072	66,405	7,934,686
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	Included with the North Western railway			...	...	...	...
	TOTAL ...	47,858	90,462	272,101	16,659,651	17,070,072	66,405	7,934,686
	Lines owned and worked by Native States.							
LII	JODHPUR ...	47,457	132,260	...	12,924,348	13,104,065	94,896	2,271,204
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	229,195	1,141,577	...	51,263,770	52,634,542	239,554	9,681,229
LIV	MORVI ...	2,368	(i) 303,211	...	(j) 8,230,486	8,536,065	56,443	1,127,259
	TOTAL ...	279,020	1,577,048	...	72,418,604	74,274,672	390,893	13,079,692
	Foreign Lines.							
LVI	WEST OF INDIA PORTUGUESE ...	34,272	135,712	...	3,892,224	4,062,208	20,263	3,827,090
LVII	PONDICHERY ...	Included with the South Indian railway			...	...	...	...
	TOTAL ...	34,272	135,712	...	3,892,224	4,062,208	20,263	3,827,090
	Total of all Railways ...	34,033,079	129,479,395	246,543,534	4,369,019,216	4,779,075,224	41,512,704	2,721,090,985

(a) Includes the Phond-Manmád, Khámgaon, and Amráoti State railways.
(b) Includes the Pátri branch.
(c) Third class passengers by mail trains.
(d) Third class passengers by other than mail trains.
(e) Includes the Pondicherry railway.

the several Railways during the year ending the 31st December 1896—concl'd.

GOODS TRAFFIC.							RAILWAY.	Serial No.
NUMBER OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).								
Military stores.	Railway materials for construction.	Coal for the public and construction.	Coal for revenue only.	Revenue stores other than coal.	Live stock.	Total.		
11,616,694	52,473,431	302,486,411	105,396,416	134,019,388	1,955,531	2,394,352,549	BROUGHT FORWARD.	
							Lines worked by Guaranteed Companies.	
1,295,541	3,274,430	7,460,486	31,917,283	50,017,784	1,418,085	628,008,431	GREAT INDIAN PENINSULA (a)	XXXII
303,419	1,393,262	7,266,051	5,670,809	5,988,081	2,940,311	182,910,746	BOMBAY, BARODA AND CENTRAL INDIA (b)	XXXIII
393,133	574,080	1,897,823	252,860	7,261,478	156,687	134,458,060	MADRAS	XXXIV
21,773	2,502,385	...	1,361,200	4,682,077	9,967	77,804,618	SOUTH INDIAN (c).	
2,013,866	7,744,157	16,624,360	39,202,152	67,949,420	4,525,050	1,023,181,855	TOTAL.	
							Assisted Companies.	
...	8,515	22,271	36	19,487	...	390,411	TÁRAKESHWAR	XXXVI
...	...	...	947	...	...	32,583	DEOGHUR	XXXVII
28,303	83,862	184	...	278,513	130	1,887,068	ROHILKHAND-KUMAUN	XXXVIII
(f)	(f)	(f)	(f)	(f)	(f)	944,486	DARJEELING-HIMALAYAN	XXXIX
...	...	8,503,323	...	25,980	2,676	9,329,116	DIBRU-SADIYA	XL
...	...	...	...	...	...	113,672	THATÓN-DUYINZÁIK	XLI
28,303	92,377	8,525,778	983	323,980	2,806	12,697,336	TOTAL.	
							Lines owned by Native States and worked by Companies.	
...	...	...	...	...	...	...	{ KHÁMGAON	XLII
...	...	...	...	...	...	...	{ AMRÁOTI	XLIII
...	...	...	...	...	...	...	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	XLIV
79,816	88,377	19,024,508	2,783,322	1,898,254	30,424	44,516,510	THE NIZAM'S GUARANTEED STATE (h)...	XLV
...	40,630	998	12,264	124,195	278	1,163,462	THE GAEKWAR'S DABHOI	XLVI
...	618,749	...	...	1,464	...	853,532	THE GAEKWAR'S MEHSÁNA	XLVII
...	278	...	...	...	1,771	115,190	THE GAEKWAR'S PETLÁD... ..	XLVIII
79,816	748,034	19,025,506	2,795,586	2,023,913	32,473	46,648,694	TOTAL.	
							Lines owned by Native States and worked by State Railway agency.	
72,922	283,669	93,755	22,361	245,118	336	8,652,847	RÁJPURA-BHÁTINDA	L
...	...	...	...	...	...	...	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LI
72,922	283,669	93,755	22,361	245,118	336	8,652,847	TOTAL.	
							Lines owned and worked by Native States.	
410	858,805	3,152	776	11,468	206	3,146,021	JODHPUR	LII
...	4,337,644	230,108	373,366	967,864	18,904	15,609,115	BHÁVNAGAR-GONDAL-JUNÁGARH-P O R-BANDAR.	LIII
...	6,412	3,968	10,250	790	635	1,149,314	MORVI	LIV
410	5,202,861	237,228	384,392	980,122	19,745	19,904,450	TOTAL.	
							Foreign Lines.	
...	900	314,733	255	87,320	186	4,230,484	WEST OF INDIA PORTUGUESE	LVI
...	...	...	...	...	...	...	PONDICHERRY	LVII
...	900	314,733	255	87,320	186	4,230,484	TOTAL.	
13,812,011	66,545,429	347,307,771	147,802,145	205,629,264	6,536,127	3,509,668,215	Total of all Railways.	

(f) Information not furnished.
 (g) 1st, 2nd, and 3rd classes.
 (h) Includes the Bezwada extension.
 (i) Upper class.
 (j) Lower class.
 * See also statement No. 28.

Revenue.

40. The table on page 91 gives the mileage of railways open on the 31st December 1890 and the mean mileage worked during the year. On pages 92 and 93 will be found a statement showing the capital cost of open lines of railway on the 31st December 1890 and the average outlay per mile.

The average cost per mile of all open lines was Rs. 1,25,647.

41. The total capital debit against lines open for traffic on the 31st December 1890 amounted to Rs. 2,13,67,04,200.

42. Including the steam-boat services and capital expenditure on suspense accounts, the general results of working compare as follows for the last three years :

	1888.	1889.	1890. (a)
Miles open at the end of the year Miles	14,459.97	15,758.67	(b) 16,292.26
Total capital outlay on open lines Rs.	1,93,04,32,574	2,05,04,60,994	2,13,67,04,200
Average cost per mile open, excluding steam-boat and suspense ... Rs.	1,27,874	1,25,039	(c) 1,25,647
Gross earnings	19,76,44,749	20,49,20,068	20,67,01,158
Working expenses	9,87,43,474	10,37,73,479	10,30,89,186
Net earnings	9,89,01,275	10,11,46,589	10,36,11,972
Percentage of net earnings on total capital cost of open line	5.12	4.93	4.85

43. The gross earnings as shown in the above table amounted to Rs. 20,67,01,158, of which Rs. 4,39,56,842 were obtained on the East Indian railway, including the Patna-Gya State railway ; Rs. 6,67,76,221 on the Guaranteed lines, including the branch lines worked by the Great Indian Peninsula railway ; Rs. 8,79,80,025 on State railways, excluding the East Indian and Patna-Gya ; Rs. 57,60,703 on lines in Native States ; Rs. 17,51,930 on the Assisted Companies' lines, and Rs. 4,75,437 on the West of India Portuguese railway.

Of the gross earnings, Rs. 7,05,98,928 were due to coaching, Rs. 12,99,51,712 to goods, and Rs. 61,50,518 to steam-boat services and miscellaneous sources.

Compared with the previous year's returns, the traffic earnings (coaching and goods) show an increase of 0.68 per cent. The gross earnings per mean mile worked were Rs. 12,737 against Rs. 13,366 in 1889.

The gross earnings per train-mile were Rs. 3.94 as compared with Rs. 4.00 in 1889 and Rs. 3.94 in 1888.

44. The total working expenses amounted to Rs. 10,30,89,186, the percentage on gross earnings being 49.87 as compared with 50.64 in 1889 and 49.96 in 1888.

The lowest percentages (omitting the Gaekwar's Petlad railway) were 32.20 on the East Indian railway, including the Patna-Gya State railway ; 42.06 on the Bombay, Baroda and Central India railway, and 44.08 on the Bengal and North-Western railway, including the Tirhoot State railway.

The working expenses per train-mile for all lines averaged Rs. 1.97, and were highest on the Bengal-Nagpur railway, being Rs. 3.81 and lowest on the Gaekwar's Mehsana railway, being Rs. 0.88. On the East Indian railway the expenses per train-mile were Rs. 1.73.

45. The net earnings derived from railways amounted to Rs. 10,36,11,972 as compared with Rs. 10,11,46,589 in 1889, giving a percentage on the total capital outlay on open lines equal to 4.85 as compared with 4.93 in 1889.

46. The net earnings of the State lines, East Indian and Patna-Gya excepted, amounted to Rs. 3,68,25,500,* giving a return of 3.26 per cent. on a total capital

(a) Includes the West of India Portuguese railway.

(b) Excluding lines either temporarily closed or constructed, but not opened (*vide* statement No. 19 on pages 92 and 93.)

(c) Calculated upon mileage, including lines either temporarily closed or constructed, but not opened (*vide* statement No. 19 on pages 92 and 93).

* Bhopal-Itarsi (Native State section) included.

expenditure of Rs. 1,12,97,22,363. Including the East Indian and the Patna-Gya State railway, the net earnings of the State lines were at the rate of 4·46 per cent. on the capital expended.

47. The net earnings of the East Indian, including the Patna-Gya State railway worked by the undertaking, amounted to Rs. 2,98,04,646, being at the rate of 8·18 per cent. on a total capital expenditure of Rs. 36,42,56,334. The surplus profits on the East Indian railway proper after paying annuity and interest charges were Rs. 51,85,098, of which sum one-fifth, or Rs. 10,37,020, was paid over to the working Company as its share under the contract.

48. On pages 94 and 95 will be found a statement comparing for 16 of the principal railways the net earning and their percentage on capital expenditure on open line, including steam boat service, but excluding suspense accounts for the last five years.

49. Statements relating to Guaranteed railway transactions are given on pages 98 to 101. Where the transactions are stated in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis the guaranteed lines are shown (*vide* page 100) to have returned a net revenue of £3,107,217, the guaranteed interest is £2,361,094, and the net earnings are shown to be in excess of guaranteed interest by £746,123. This, however, does not represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England. The true results to the State from the working of the guaranteed railways for the year 1890 are given on page 101. The net earnings were Rs. 3,37,78,349, the guaranteed interest was Rs. 3,07,37,021, showing an excess of net revenue over guaranteed interest of Rs. 30,41,328; and deducting the contributions to Provident Funds, the true surplus is Rs. 28,39,039. Taking into account the share of surplus profits for the two half-years of 1890 (*vide* page 99) payable to the Companies amounting to Rs. 46,73,148, the net charge to the State for the year is shown to be Rs. 18,34,109.

The surplus profits realised on the Guaranteed railways amounted to Rs. 93,46,296 as compared with Rs. 83,46,437 in 1889 and Rs. 1,12,19,770 in 1888.

50. The lines in the hands of Assisted Companies yielded net earnings of Rs. 7,30,371, being at the rate of 5·40 per cent. on a total capital outlay of Rs. 1,35,35,318.

51. The net earnings derived by the Native States lines amounted to Rs. 23,27,496 (*a*), being at the rate of 3·07 per cent. on a total capital outlay of Rs. 7,58,42,613.

52. The financial results of the principal lines worked by State agency from 1887 to 1890 may be summarised as follows:

		1887.	1888.	1889.	1890.
		Rs.	Rs.	Rs.	Rs.
<i>Tirhoot Railway (b)—</i>					
Gross earnings	...	17,22,955	18,07,283	18,96,675	13,21,206
Working expenses	...	10,27,230	10,08,407	9,18,429	4,60,893
Net earnings	...	6,95,725	7,98,876	9,78,246	8,60,313
Working percentage to gross earnings	...	59·62	55·80	48·42	34·88
<i>North Western Railway—</i>					
Gross earnings	...	2,09,33,345	2,56,95,412	2,81,08,838	2,72,86,821
Working expenses	...	1,52,25,803	1,74,12,706	1,79,22,079	1,71,41,434
Net earnings	...	57,07,542	82,82,706	1,01,86,759	1,01,45,387
Working percentage to gross earnings	...	72·73	67·77	63·76	62·82

(a) After taking into account the loss incurred in working the Bhopal-Itarsi railway (Native State section).

(b) The figures given under "1890" are for the 1st-half year of 1890 only, as the Tirhoot State railway was taken over by the Bengal and North Western Railway Company from the 1st July 1890.

		1887. Rs.	1888. Rs.	1889. Rs.	1890. Rs.
<i>Oudh and Rohilkhand Railway—</i>					
Gross earnings ...	...	66,46,213	70,77,053	75,39,683	73,81,396
Working expenses ...	...	35,10,964	40,61,048	33,35,606	36,26,918
Net earnings ...	...	31,35,249	30,16,005	42,04,077	37,54,478
Working percentage to gross earnings ...	...	52·83	57·38	44·24	49·14
<i>Eastern Bengal Railway—</i>					
Gross earnings ...	...	94,30,399	1,05,19,210	1,11,76,674	1,14,78,382
Working expenses ...	...	49,25,617	49,93,786	49,85,048	54,08,059
Net earnings ...	...	45,04,782	55,25,424	61,91,626	60,70,323
Working percentage to gross earnings ...	...	52·23	47·47	44·60	47·12
<i>Burma Railway—</i>					
Gross earnings ...	...	33,24,263	33,76,218	46,90,263	54,71,432
Working expenses ...	...	17,65,960	21,04,258	31,16,711	31,23,241
Net earnings ...	...	15,58,303	12,71,960	15,73,552	23,48,191
Working percentage to gross earnings ...	...	53·12	62·33	66·45	57·08

The figures taken in the aggregate for the above railways are as follows :

(Including Burma State Railway).

		1887. Rs.	1888. Rs.	1889. Rs.	1890(a) Rs.
Gross earnings ...	...	4,20,57,175	4,84,75,176	5,34,12,133	5,29,39,237
Working expenses ...	...	2,64,55,574	2,95,80,205	3,02,77,873	2,97,60,545
Net earnings ...	...	1,56,01,601	1,88,94,971	2,31,34,260	2,31,78,692
Working percentage to gross earnings ...	...	62·90	61·02	56·69	56·22

(Excluding Burma State Railway).

Gross earnings ...	...	3,87,32,912	4,50,98,958	4,87,21,870	4,74,67,805
Working expenses ...	...	2,46,89,614	2,74,75,947	2,71,61,162	2,66,37,304
Net earnings ...	...	1,40,43,298	1,76,23,011	2,15,60,708	2,08,30,501
Working percentage to gross earnings ...	...	63·74	60·92	55·75	56·12

53. On pages 96 and 97 will be found a statement showing the direct annual loss or gain to the State from railway outlay during each financial year from 1858-59.

(a) The figures given under "1890" include the transactions of the Tirhoot State railway for the 1st-half year of 1890 only for the reason given in foot-note (b) on page 89.

STATEMENT No. 18.

Statement showing the mileage of railways open for traffic on the 31st December 1890
and the mean mileage worked during the year.
Standard, metre, and other gauges.

Serial No.	RAILWAY.	Mileage open. *	Mean mileage worked. †	Serial No.	RAILWAY.	Mileage open. *	Mean mileage worked. †
Standard Gauge 5' 6".				Brought forward ...			
I	EAST INDIAN ...	1,525½	(a) 1,606½	Metre Gauge 3' 3½"—concl'd.			
II	PATNA-GYA ...	57½	(b) (57½)	Brought forward ...			
V	BENGAL-NAGPUR ...	586	545½	9,737½ 9,649½			
VI	INDIAN MIDLAND ...	677½	(c) 753½	3,746 3,687½			
VII	BHOPAL-ITARSI (BRITISH SECTION) ...	13	(d) (13)	VILLUPURAM-GUNTAKAL—			
X	DHOND-MANMAD ...	145½	(e) (145½)	NELLORE-TIRUPATI SECTION ... 83 83			
XIII	BEZVADA EXTENSION ...	21½	(f) (21½)	VILLUPURAM-TIRUVANAMALAI SECTION ... 42½ 5½			
XVII	NORTH WESTERN ...	(g) 2,392½	(h) 2,400½	LUCKNOW-SITAPUR-SERAMAU ... 104½ 104½			
XVIII	AMRITSAR-PATHANKOT ...	64½	(i) (64½)	XXI EASTERN BENGAL (NORTHERN, DACCA, AND ASSAM-BEHAR SECTIONS, EXCLUDING KAUNIA-DHARLLA BRANCH) ... 477½ 477½			
XIX	JAMMU AND KASHMIR (BRITISH SECTION) ...	8½	(j) (8½)	XXVI BURMA ... 336 (p) 554½			
XX	OUDEH AND ROHILKHAND ...	692½	692½	XXVII TOUNGOO-MANDALAY ... 220 (q) (220)			
XXI	EASTERN BENGAL (EASTERN AND SOUTH-ERN SECTIONS) ...	249½	243	SOUTH INDIAN ... 654½ (r) 662½			
XXII	BENGAL CENTRAL ...	125	125	XXXVII DEOGHUR ... 4½ 4½			
	WARDHA COAL ...	45	45	XXXVIII ROHILKHAND-KUMAUN ... 55 (s) 67			
XXXII	GREAT INDIAN PENINSULA ...	1,288½	(k) 1,444½	XL DIBRU-SADIYA ... 78 78			
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA ...	(l) 461	(l) 461	XLVII THE GAEKWAR'S MEHSANA ... 27½ 27½			
XXXIV	MADRAS ...	839½	839½	LII JODHPORE ... 124 124			
XXXVI	TARAKESHWAR ...	22½	22½	LIII BHAVNAGAR-GONDAL-JUNAGARH-PORBAN-DAR ... (t) 329½ 333½			
XLII	KHAMGAON ...	7½	(e) (7½)	LVI WEST OF INDIA PORTUGUESE ... 51 51			
XLIII	AMRAOTI ...	5½	(e) (5½)	LVII PONDICHERRY ... 7½ (u) (7½)			
XLIV	BHOPAL-ITARSI (NATIVE STATE SECTION) ...	44	(d) (44)	TOTAL ... 6,341½ 6,260½			
XLV	THE NIZAM'S GUARANTEED STATE ...	329½	(m) 353½	Other Gauges.			
XLVIII	THE GAEKWAR'S PETLAD ...	13½	8½	XXI EASTERN BENGAL (KAUNIA-DHARLLA BRANCH), 2' 6" GAUGE ... 37 37			
L	RAJPUTANA-BHATINDA ...	108	108	XXIII NALHATI, 4' 0" GAUGE ... 27½ 27½			
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION) ...	16	(j) (12½)	XXIV CHERBA-COMPANYGANJ, 2' 6" GAUGE ... 7½ 7½			
TOTAL ...		9,737½	9,649½	XXV JORHAT, 2' 0" GAUGE ... 28½ 27½			
Metre Gauge 3' 3½".				XXXIX DARJEELING-HIMALAYAN, 2' 0" GAUGE ... 51 51			
III	TIRHOOT ...	322½	670½	XLI THATON-DUYINZAIK, 2' 6" GAUGE ... 8 8			
	BENGAL AND NORTH WESTERN ...	376		XLVI THE GAEKWAR'S DABHOI, 2' 6" GAUGE ... 71½ 65½			
	BAREILLY-PILIBHIT ...	36	36	LIV MORVI, 2' 6" GAUGE ... 94 94			
VIII	RAJPUTANA-MALWA ...	1,671½	1,671½	TOTAL ... 325 317½			
XI	SOUTHERN MAHRATTA ...	1,043½	(n) 1,309½	GRAND TOTAL ... 16,404½ 16,228			
XII	SOUTHERN MAHRATTA, MYSORE SECTION ...	296	(o) (296)				
Carried over ...		3,746	3,687½				
		9,737½	9,649½				

(a) Includes II and 24·24 miles of Foreign lines (1 mile of the Rajputana-Malwa and 23·24 miles of the Eastern Bengal railway) worked over.

(b) Included with I.

(c) Includes VII and XLIV and 19·19 miles of Foreign lines (15·30 miles of the East Indian railway, 2·89 miles of the Rajputana-Malwa railway, and 1 mile of the Oudeh and Rohilkhand railway) worked over.

(d) Included with VI.

(e) Included with XXXII.

(f) Included with XLV.

(g) Includes 112·16 miles either temporarily closed or constructed, but not opened.

(h) Includes XVIII, XIX, and LI and 20·48 miles of Foreign lines (13 miles of the East Indian railway, Ghaziabad to Delhi, and 7·48 miles of the Chenab (Khanki) Weir branch) worked over.

* See also statements Nos. 5, 19, 28, and 32.

(i) Included with XVII.

(k) Includes X, XLII, and XLIII.

(l) Includes the Patni branch (22·13 miles).

(m) Includes XIII and 3·10 miles worked over twice by each train.

(n) Includes XII.

(o) Included with XI.

(p) Included with XXVII

(q) Included with XXVI

(r) Includes LVII.

(s) Includes 12 miles of joint line between Bareilly City and Bhojpur, belonging to the Bareilly-Pilibhit State railway, worked over.

(t) Excludes 4·50 miles of lines to Dock estates and Junagarh quarry.

(u) Included with the South Indian railway.

† See also statements Nos. 27, 28, 33, 37, and 39.

N.B.—The mean mileages shown within brackets are not included in the totals.

STATEMENT NO. 19.

Statement showing the cost of open lines of railway on the 31st December 1890, and the average cost per mile.

Serial No.	RAILWAY.	Gauge.	Length of line open on the 31st December 1890. (See also statement No. 18, page 91.)	Capital outlay on open line to the 31st December 1890 on final heads (exclusive of steam-boat service and suspense.)	Average cost per mile (exclusive of steam-boat service and suspense). (See also statement No. 28.)	Total capital outlay on open line to the 31st December 1890 (inclusive of steam-boat service and suspense). (See also statement No. 23.)
	State Lines worked by Companies.		Miles.	Rs.	Rs.	Rs.
I	EAST INDIAN ...	Standard	1,525.44	(a) 35,15,04,792	2,30,428	35,99,09,591
II	PATNA-GYA ...	Standard	57.20	(a) 43,46,743	75,992	(a) 43,46,743
III	{ TIRHOOT ...	Metre	322.53	2,22,98,798	69,137	2,29,94,165
	{ BENGAL AND NORTH-WESTERN ...	Metre	376.00	(b) 2,32,45,569	61,823	(b) 2,52,72,267
	BAREILLY-PILIBHIT ...	Metre	36.00	15,37,682	42,713	15,37,682
V	BENGAL-NÁGPUR ...	Standard	586.01	6,22,72,468	1,06,265	6,54,54,910
VI	INDIAN MIDLAND ...	Standard	677.35	7,88,56,496	1,16,419	8,32,79,427
VII	BHOPAL-ITÁRSI (BRITISH SECTION) .	Standard	13.00	12,85,077	98,852	12,85,077
VIII	RAJPUTANA-MALWA ...	Metre	1,671.83	12,51,86,464	74,880	13,00,07,510
X	DHOND-MÁNMAĐ ...	Standard	145.56	1,09,81,595	75,475	1,09,93,448
XI	SOUTHERN MAHRATTA ...	Metre	1,043.70	9,09,53,991	87,146	9,32,85,016
XII	SOUTHERN MAHRATTA, MYSORE SECTION ...	Metre	296.00	1,40,88,649	47,597	1,45,21,568
XIII	BEZVÁDA EXTENSION ...	Standard	21.47	13,90,830	64,780	13,90,830
	VILLUPURAM-GUNTAKAL—NELLORE-TIRUPATI SECTION ...	Metre	82.92	62,26,219	75,087	63,07,384
	VILLUPURAM-TIRUVANAMALAI SECTION ...	Metre	42.50	14,36,000	33,788	14,39,000
	TOTAL ...		6,897.45	79,56,11,373	1,15,348	82,20,24,618
	State Lines worked by the State.					
XVII	NORTH WESTERN ...	Standard	(c) 2,392.50	(c) 37,94,18,928	(c) 1,58,587	(c) 39,68,24,635
XVIII	AMRITSAR-PATHÁNROT ...	Standard	64.79	56,06,703	86,537	56,13,433
XIX	JAMMU AND KASHMIR (BRITISH SECTION)	Standard	8.49	2,74,190	32,296	2,74,190
XX	ODDH AND ROHILKHAND ...	Standard	692.55	9,04,18,813	1,30,559	9,27,89,280
	LUCKNOW-SITAPUR-SERAMAU ...	Metre	104.59	(d) 35,64,011	34,076	36,41,069
XXI	EASTERN BENGAL ...	Standard } Metre } 2' 6" }	763.90	9,47,65,704	1,24,055	9,97,63,109
XXII	BENGAL CENTRAL ...	Standard	125.01	95,95,077	76,754	96,88,212
XXIII	NALHÁTI ...	4' 0"	27.25	(e) 3,20,919	11,777	(e) 3,36,207
	WARDHA COAL ...	Standard	45.00	(f) 54,48,253	1,21,072	(f) 56,24,005
XXIV	CHEERRA-COMPANYGANJ ...	2' 6"	7.50	3,46,692	46,226	3,51,208
XXV	JORHÁT ...	2' 0"	28.40	7,21,851	25,417	7,42,351
XXVI	BURMA ...	Metre	} 556.00	4,99,69,474	89,873	5,13,06,380
XXVII	TOUNGGOO-MANDALAY ...	Metre				
	TOTAL ...		4,815.98	64,04,50,615	1,32,984	66,69,54,079
	Lines worked by Guaranteed Companies.					
XXXII	GREAT INDIAN PENINSULA ...	Standard	1,288.24	26,98,48,349	2,09,472	27,77,29,063
XXXIII	OMBAY, BARODA AND CENTRAL INDIA (g) ...	Standard	460.90	9,29,15,870	2,01,597	9,61,24,450
XXXIV	MADRAS ...	Standard	839.30	11,49,41,050	1,36,949	11,79,84,234
	SOUTH INDIAN ...	Metre	654.61	4,62,65,978	70,677	4,96,27,115
	TOTAL ...		3,243.05	52,39,71,247	1,61,568	54,14,64,862
	CARRIED OVER ...		14,956.48	1,96,00,33,235	1,31,049	2,03,04,43,559

(a) The decrease as compared with last year's report is due to certain credits.

(b) Excludes interest on capital during construction (Rs. 10,90,014).

(c) Includes 112.16 miles either temporarily closed or constructed, but not opened, the outlay on which is included with the outlay on the open length.

(d) The decrease as compared with last year's report is due chiefly to transfer of rolling stock to the Lucknow-Bareilly railway.

(e) The decrease as compared with last year's report is due to the transfer of a locomotive engine and a lathe to the Eastern Bengal State railway. The outlay shown represents the amount paid by the State for the purchase of the line and the expenditure subsequently incurred.

(f) Excludes Rs. 13,82,176 on account of the colliery. The decrease as compared with last year's report is due to adjustment of loss by exchange between the railway and the colliery and reduction of suspense balance.

(g) Includes the Pátri branch, the State outlay (Rs. 8,08,405) on which was met from the Civil Works grant. The capital outlay shown in this table is inclusive of this amount.

STATEMENT No. 19—concl'd.

Statement showing the cost of open lines of railway on the 31st December 1890, and the average cost per mile—concl'd.

Serial No.	RAILWAY.	Gauge.	Length of line open on the 31st December 1890. (See also statement No. 18, page 91.)	Capital outlay on open line to the 31st December 1890 on final heads (exclusive of steam-boat service and suspense.)	Average cost per mile (exclusive of steam-boat service and suspense). (See also statement No. 28.)	Total capital outlay on open line to the 31st December 1890 (inclusive of steam-boat service and suspense). (See also statement No. 28.)
			Miles.	Rs.	Rs.	Rs.
	BROUGHT FORWARD	...	14,956.48	1,96,00,33,235	1,31,049	2,03,04,43,559
	Assisted Companies.					
XXXVI	TÁRAKESHWAR ...	Standard	22.23	17,28,778	77,768	17,28,778
XXXVII	DEOGHUR ...	Metre	4.79	2,31,180	58,701	2,82,616
XXXVIII	ROHILKHAND-KUMAUN ...	Metre	55.00	(a) 20,37,223	37,040	24,17,052
XXXIX	DARJEELING-HIMALAYAN ...	2' 0"	51.00	28,50,547	55,893	29,52,107
XL	DIBRU-SADIYA ...	Metre	78.00	56,75,818	72,767	57,06,682
XLI	THATÓN-DUXINZÁIK ...	2' 6"	8.00	4,48,083	56,010	4,48,083
	TOTAL	...	219.02	1,30,21,629	59,454	1,35,35,318
	Lines owned by Native States and worked by Companies.					
XLII	KHÁMGAON ...	Standard	7.50	4,85,521	64,736	4,90,520
XLIII	AMRÁOTI ...	Standard	5.50	4,36,460	79,356	4,45,155
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	Standard	44.11	48,88,033	1,10,815	50,00,000
XLV	THE NIZAM'S GUARANTEED STATE	Standard	329.20	3,68,35,942	1,11,895	3,77,11,194
XLVI	THE GARHWAR'S DABHOI ...	2' 6"	71.66	17,37,574	24,247	17,49,130
XLVII	THE GARHWAR'S MEHSÁNA ...	Metre	27.73	9,19,835	33,171	9,19,835
XLVIII	THE GARHWAR'S PETLÁD ...	Standard	13.35	6,47,824	48,526	6,47,922
	TOTAL	...	499.05	4,59,51,189	92,077	4,69,63,756
	Lines owned by Native States and worked by State Railway agency.					
L	RÁJPURA-BHÁTINDA ...	Standard	107.94	64,15,004	59,431	65,00,534
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION) ...	Standard	15.92	11,19,846	70,342	12,37,071
	TOTAL	...	123.86	75,34,850	60,834	77,37,605
	Lines owned and worked by Native States.					
LII	JODHPORE ...	Metre	124.00	(b) 22,73,338	(c) 18,333	(b) 22,73,338
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-POR-BANDAR.	Metre	(d) 329.16	(d) 1,64,45,102	(d) 49,961	(d) 1,68,42,051
LIV	MORVI ...	2' 6"	94.00	19,96,988	21,245	20,25,863
	TOTAL	...	547.16	2,07,15,428	37,860	2,11,41,252
	Foreign Lines.					
LVI	WEST OF INDIA PORTUGUESE	Metre	51.00	1,33,37,342	2,61,517	1,63,14,170
LVII	PONDICHERY ...	Metre	7.85	(e) 5,68,540	72,425	(e) 5,68,540
	TOTAL	...	58.85	1,39,05,882	2,36,294	1,68,82,710
	Total of all Railways	...	(f) 16,404.42	2,06,11,62,213	1,25,647	2,13,67,04,200

(a) The decrease as compared with last year's report is due to the sale of certain rolling stock and plant to the Lucknow-Bareilly railway.

(b) The decrease as compared with last year's report is due to certain credits.

(c) The comparatively small cost is due to the works being very light.

(d) Excludes 4.50 miles of State mileage in dock estates and quarry lines constructed and maintained by the States themselves.

(e) Sterling money converted into rupees at the rate of 2s. per rupee.

(f) See foot-note (c) on the preceding page.

STATEMENT NO. 20.

Statement showing the net earnings and their percentage on the Capital expenditure on open line, including Steam-bout service but excluding Suspense Accounts, for the principal railways during the last five years 1886 to 1890.

Serial No.	RAILWAY.	1890.		1889.		1888.		1887.		1886.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.
	STANDARD GAUGE.										
	State Lines worked by Companies.										
I	EAST INDIAN (INCLUDING BRANCHES)	Rs. (a) 2,98,04,646	(a) 8·37	Rs. (b) 2,95,79,800	(c) 8·16	Rs. 3,06,43,099	8·86	Rs. 3,23,83,088	8·75	Rs. 3,13,32,323	8·62
V	BENGAL-NÁGPUR { NÁGPUR-CHHATTÍSÁRÁH SECTION (d)	5,47,463	0·88	3,79,834	1·25	5,21,706	1·80	5,60,248	4·45	5,34,029	4·71
VI	INDIAN MIDLAND { KATNI-UMARIA (e)	(f) 5,99,779	(f) 0·76	(f) 5,96,049	(f) 0·80	1,80,430	1·47	(g) -12,806	...	-516	...
	State Lines worked by the State.										
XVII	NORTH WESTERN	1,01,45,387	2·64	1,01,86,760	2·72	82,82,706	2·23	57,07,543	1·79	1,19,65,607	4·17
XX	ODISH AND ROHILKHAND	37,54,478	4·15	42,04,076	4·66	30,16,005	3·38	31,35,249	3·53	28,60,755	3·58
XXI	EASTERN BENGAL { EASTERN AND SOUTHERN SECTIONS	60,70,323	6·23	61,91,625	6·53	55,25,425	6·37	45,04,782	5·36	19,78,953	4·09
	{ NORTHERN SECTION									12,67,373	5·70
	{ KAUNIA-DHARILA SECTION									18,043	1·93
	{ DACCA SECTION									-28,743	...
	Lines worked by Guaranteed Companies.										
XXXII	GREAT INDIAN PENINSULA	(h) 1,91,50,259	7·10	(i) 1,80,09,474	6·71	(j) 2,17,78,956	8·17	(k) 2,12,26,120	8·06	(l) 2,10,07,724	8·03
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA	74,98,178	(i) 8·14	76,17,253	(i) 8·31	71,19,358	(i) 7·82	70,68,816	(i) 7·80	79,52,756	(i) 8·83
XXXIV	MADRAS	45,21,480	3·93	37,38,422	3·27	35,21,646	3·11	28,80,029	2·60	32,29,244	2·86

(a) Includes the Patna-Gya State railway only.
 (b) Decrease due to the exclusion of the figures of the Studia State railway, which was transferred to the Indian Midland railway from the 1st March 1889.
 (c) Calculated on the capital outlay on the East Indian, Patna-Gya, and Vrakeswar railways, and the Asansol-Purulia section of the Bengal-Nagpur railway.
 (d) Conversion completed and line worked on broad gauge from the 27th November 1888.
 (e) Standard gauge line, opened on the 2nd November 1888.
 (f) Excludes the Bhopal-Jaísi railway.
 (g) Opened on the 1st April 1886, and worked by the East Indian railway up to the 31st December 1887.
 (h) Net earnings of the Great Indian Peninsula railway only.
 (i) Calculated on the capital outlay on the Bombay, Baroda and Central India railway, exclusive of State outlay on the Patni branch.
 * See also Statements Nos. 26 and 28.

STATEMENT No. 20—concl'd.

Statement showing the net earnings and their percentage on the Capital expenditure on open line, including Steam-boat service but excluding Suspense Accounts, for the principal railways during the last five years 1886 to 1890—concl'd.

Serial No.	RAILWAY.	1890.		1889.		1888.		1887.		1886.	
		Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.	Net earnings.	Percentage of net earnings per annum on capital expenditure.
XLIV	STANDARD GAUGE—concl'd. Lines owned by Native States and worked by Companies.	Rs.		Rs.		Rs.		Rs.		Rs.	
		10,39,590	2.82	7,72,513	2.20	7,57,467	2.29	6,52,905	2.05	6,94,524	2.56
III	METRE GAUGE. State Lines worked by Companies.										
				9,78,246	4.73	7,98,875	3.91	6,96,725	3.70	5,01,189	3.03
		25,73,364	(a) 5.40	10,53,964	(a) 4.27	9,88,844	(a) 4.04	8,37,004	(a) 3.62	8,09,189	(b) 3.79
VIII	RAJPUTANA-MALWA ...	86,42,525	6.90	1,07,97,218	8.65	96,31,726	7.75	81,25,471	9.56	90,47,111	7.31
XI	SOUTHERN MAHARATTA ...	(c) 9,74,737	1.07	(c) 9,52,000	1.18	9,32,866	1.30	10,30,826	1.69	4,93,326	1.44
XXVI	State Lines worked by the State. Lines worked by Guaranteed Companies.	(d) 23,48,191	4.70	(d) 15,73,552	3.18	12,71,960	3.76	15,58,303	5.55	9,43,271	3.38
		26,08,432	5.64	16,88,131	3.67	16,72,272	3.66	16,09,557	3.56	14,91,356	3.36
LIII	Lines owned and worked by Native States. BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR ...	6,00,267	3.65	5,99,831	3.79	5,53,675	(e) 5.90	4,42,103	4.60	4,15,149	4.37

(c) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 10,90,014).
(d) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 8,93,769).
(e) Excludes the Southern Mahratta railway, Mysore section.

(2) Includes the Tongoo-Mandalay extension.
(e) Calculated on the outlay on the Bhavnagar-Gondal section only, as a small portion of the Jetaisar-Veraval section was opened for traffic for four months only.
* See also statements Nos. 26 and 28.

Statement showing the direct Annual gain or

YEAR.				GUARANTEED RAILWAYS.					STATE	
				Capital raised to end of each year.	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less moieties of surplus profits paid to Companies.	Guaranteed Interest.	Loss or gain to the State. — or +	Capital expended to end of each year.	Net traffic receipts.
				£	£	Rx.	Rx.	Rx.	Rx.	Rx.
1858-59	...	...	...	22,998,405	19,151,531	232,365	838,411	—606,046	...	...
1859-60	...	...	...	28,573,287	26,322,995	403,057	1,199,929	—796,872	...	...
1860-61	...	...	...	34,397,817	33,901,710	389,413	1,485,745	—1,096,332	...	...
1861-62	...	...	...	42,979,539	40,503,922	391,162	1,788,153	—1,396,991	...	...
1862-63	...	...	...	48,218,541	46,367,266	625,615	2,166,755	—1,541,140	...	...
1863-64	...	...	...	54,332,994	51,122,919	821,548	2,456,182	—1,634,634	...	...
1864-65	...	...	...	57,541,917	55,245,159	1,129,851	2,683,787	—1,553,936	...	...
1865-66	...	...	...	60,860,247	60,882,025	2,865,574	2,889,241	—23,667	...	...
1866-67	...	...	...	67,258,917	68,179,728	2,347,085	3,031,087	—684,002	107,195	...
1867-68	...	...	...	76,571,751	75,299,809	1,989,112	3,480,677	—1,491,565	107,789	...
1868-69	...	...	...	82,417,905	79,167,736	2,229,509	3,881,013	—1,651,504	671,908	—1,379
1869-70	...	...	...	86,773,325	83,910,587	2,627,941	4,126,025	—1,498,084	866,845	—790
1870-71	...	...	...	91,426,816	87,686,857	2,556,707	4,341,609	—1,784,902	1,310,024	68
1871-72	...	...	...	93,550,303	90,183,585	2,877,153	4,542,183	—1,665,030	1,956,019	—4,063
1872-73	...	...	...	93,736,915	90,660,830	2,785,657	4,862,188	—2,076,531	3,400,929	5,362
1873-74	...	...	...	94,725,814	91,353,883	3,532,545	4,959,244	—1,426,699	5,864,864	—6,563
1874-75	...	...	...	95,119,118	92,441,794	3,742,303	5,030,233	—1,287,930	9,085,775	41,162
1875-76	...	...	...	95,072,441	93,392,600	4,054,421	5,146,157	—1,091,736	12,360,856	96,601
1876-77	...	...	...	94,833,129	94,188,059	4,818,166	5,450,007	—631,901	15,364,226	90,012
1877-78	...	...	...	96,313,173	95,420,309	5,862,044	5,372,238	+439,806	19,573,296	152,343
1878-79	...	...	...	97,174,046	96,444,666	4,364,979	5,702,898	—1,337,919	23,210,299	229,080
1879-80	...	...	...	97,959,284	96,829,969	3,974,645	5,667,875	—1,693,230	27,829,539	327,194
1880-81	...	...	...	67,282,930	66,348,478	2,555,069	3,921,412	—1,366,343	32,941,442	646,007
1881-82	...	...	...	67,465,609	67,021,756	3,282,294	3,945,306	—663,012	35,831,423	838,357
1882-83	...	...	...	68,065,868	67,431,448	3,035,456	4,077,125	—981,669	37,913,787	1,086,203
1883-84	...	...	...	69,154,961	68,769,369	3,118,197	4,047,246	—929,049	41,533,342	1,376,118
1884-85	...	...	...	65,924,277	66,658,570	3,046,805	4,028,654	—981,849	50,405,835†	1,725,066
1885-86	...	...	...	56,981,094	56,814,758	3,327,946	4,231,707	—903,761	70,101,324§	2,214,550
1886-87	...	...	...	57,695,294	57,046,325	3,112,518	3,721,864	—609,346	75,472,206	2,557,460
1887-88	...	...	...	58,035,294	57,694,898	2,974,048	3,852,946	—878,898	77,746,640	2,154,655
1888-89	...	...	...	48,766,783	49,045,463	3,080,613	3,959,107	—878,494	89,287,719||	2,778,237
1889-90	...	...	...	49,917,203	49,385,293	2,726,701	3,395,279	—668,578	91,949,712	3,465,803
TOTAL				...	...	84,940,439	120,282,283	—35,341,844	...	19,774,483
1890-91	{ Budget	...	...	45,621,798	45,493,327	2,812,000	3,443,700	—631,700	101,028,011	3,391,500
1890-91	{ Revised	...	...	44,354,496	45,121,664	2,894,900	3,126,800	—231,900	*99,636,412	3,549,600
1891-92	{ Budget	...	...	45,822,796	45,715,364	2,608,500	2,989,500	—381,000	103,808,612	3,684,000
GRAND TOTAL				...	...	90,443,839	126,398,583	—35,954,744	...	27,008,083

The decrease in the transactions of the Guaranteed Railways in 1880-81, in 1884-85, in 1885-86, in 1888-89, and in 1890-91 compared with the year immediately preceding is due to the removal of the East Indian, Eastern Bengal, the Sind, Punjab and Delhi, Oudh and Rohilkhand, and South Indian railways from the category of Guaranteed railways.

* This sum is thus arrived at:—

(a) Capital of East Indian railway at time of purchase	...	...	...	...	...	...	...	...	£26,200,000
25 per cent. premium thereon	...	...	...	...	...	...	...	...	£ 6,550,000
Debentures and Debenture Stock	...	...	...	...	...	...	...	...	£ 4,450,000
Outlay subsequent to purchase	...	...	...	...	...	...	...	...	Rx. 154,248
TOTAL									...Rx. 37,354,248

(a) Of these amounts, £27,623,386 will be redeemed by an annuity terminable in 1953, which annuity is entered in the column "Interest and annuity."

† Interest on Capital outlay calculated at 4 per cent., except on Rx. 1,000,000 lent by His Highness the Maharajah Holkar for the construction of the Holkar State Railway, on which 4½ per cent. is paid by the State.

‡ Includes Capital expenditure on Eastern Bengal railway prior to purchase as under :

Share Capital at time of purchase	...	...	...	...	...	...	...	...	£ 2,255,480
Premium on ditto	...	...	...	...	...	...	...	...	1,136,437
Debentures and Debenture Stock	...	...	...	...	...	...	...	...	1,023,658
TOTAL									... 4,415,575

§ Includes Capital expenditure on the Sind, Punjab and Delhi railway prior to purchase as under :

Share Capital at time of purchase	...	...	...	...	...	...	...	...	£ 11,075,320
Premium on ditto	...	...	...	...	...	...	...	...	2,933,804
TOTAL									... 14,009,124

NOTE.—The figures from 1872-73 have been revised according to present classification.

No. 21.

loss to the State from Railway Outlay from 1858-59.

RAILWAYS.		IMPERIAL LINES IN THE HANDS OF COMPANIES			EAST INDIAN RAILWAY.				Total loss or gain to the State. — or +
Interest and annuity.	Loss or gain to the State. — or +	Net traffic receipts, less surplus profits paid to Companies.	Interest. †	Loss or gain to the State. — or +	Capital expended.	Net traffic receipts, less surplus profits paid to shareholders.	Interest and annuity.	Loss or gain to the State. — or +	
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
...	...	...	...	...	...	...	...	...	—606,046
...	...	...	...	...	...	...	...	...	—796,872
...	...	...	...	...	...	...	...	...	—1,096,332
...	...	...	...	...	...	...	...	...	—1,396,991
...	...	...	...	...	...	...	...	...	—1,541,140
...	...	...	...	...	...	...	...	...	—1,634,634
...	...	...	...	...	...	...	...	...	—1,553,936
...	...	...	...	...	...	...	...	...	—23,667
...	...	...	...	...	...	...	...	...	—684,002
14	—14	...	...	...	...	...	...	...	—1,491,579
12,455	—13,834	...	...	...	...	...	...	...	—1,665,333
29,180	—29,970	...	...	...	...	...	...	...	—1,528,054
43,585	—43,517	...	...	...	...	...	...	...	—1,828,419
68,199	—72,262	...	...	...	...	...	...	...	—1,737,292
107,787	—102,425	...	...	...	...	...	...	...	—2,178,956
187,178	—193,741	...	...	...	...	...	...	...	—1,620,410
302,264	—258,102	...	...	...	...	...	...	...	—1,546,032
433,534	—336,933	...	...	...	...	...	...	...	—1,428,669
559,504	—469,492	...	...	...	...	...	...	...	—1,101,393
703,753	—551,410	...	...	...	...	...	...	...	—61,604
860,675	—631,595	...	...	...	...	...	...	...	—1,969,514
1,029,272	—702,078	...	...	...	*37,354,218	949,154	41,357	+907,797	—1,487,511
1,194,655	—548,648	...	...	...	418,435	2,647,756	1,661,493	+986,263	—928,728
1,380,086	—541,729	...	2,426	—2,426	455,262	3,063,595	2,002,181	+1,061,414	—146,753
1,482,576	—396,373	...	45,233	—45,233	148,197	2,531,943	2,062,359	+469,584	—953,691
1,593,293	—217,175	—95	116,301	—116,396	233,298	3,002,620	2,052,418	+950,202	—312,418
1,829,434	—104,368	61	162,791	—162,730	279,192	2,481,190	2,084,856	+396,334	—852,613
2,196,624	+17,926	20,932	257,716	—236,784	247,518	2,821,318	2,207,459	+613,859	—508,760
3,212,000	—654,540	66,238	471,590	—405,352	158,858	2,985,440	2,298,993	+686,447	—982,791
3,362,181	—1,207,526	183,448	641,601	—459,153	58,287	2,940,636	2,370,534	+570,102	—1,975,475
3,567,908	—789,671	208,455	906,631	—698,176	—3,611	2,781,172	2,505,173	+275,999	—2,090,342
4,057,407	—591,604	266,129	1,019,921	—753,792	137,439	2,791,493	2,380,914	+410,579	—1,603,395
28,213,564	—8,439,081	744,168	3,624,210	—2,880,042	39,487,123	28,996,317	21,667,737	+7,328,580	—39,332,387
4,188,900	—797,400	449,500	1,136,000	—686,500	30,000	2,840,300	2,388,900	+451,400	—1,664,200
4,047,800	—498,200	307,800	1,034,000	—726,200	...	2,885,300	2,200,000	+685,300	—771,000
4,461,400	—777,400	431,500	1,160,700	—729,200	—36,700	2,890,300	2,298,000	+592,300	—1,295,300
36,722,764	—9,714,681	1,483,468	5,818,910	—4,335,442	39,450,423	34,771,917	26,165,737	+8,606,180	—41,398,687

† Includes £10,336,049 on account of purchase-money of the Oudh and Rohilkhand Railway.

† Includes the following amounts for advances and repayments of advances of interest :—

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-81, Revised.	1891-92, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances ...	5,188	16,807	34,154	45,239	...	...	...	...	...	...	...
Repayments ...	2,762	4,524	3,249	618	119	1,616	24,764	42,768	49,103	34,900	32,400
Net ...	2,426	12,283	30,905	41,621	—119	—1,616	—24,764	—42,768	—49,103	—34,900	—32,400

** Includes the following amounts in connection with the acquisition of the South Indian Railway by the State :

Debt created for redemption of share Capital	...	...	...	...	...	...	...	...	...	4,197,600
Less—Capital deposited by the new Company	...	...	...	...	...	...	...	...	...	1,000,000
										3,197,600
Debenture Stock taken over	...	...	...	...	...	...	...	...	...	425,000
Debentures taken over	...	...	...	...	...	...	...	...	...	1,070,000
										TOTAL
										4,692,600

STATEMENT No. 23.

Statement showing the amount of total Surplus Profits earned on Guaranteed Railways for distribution between Government and Railway Companies to the 31st December 1890, inclusive.

Serial No.	RAILWAY.	To end of 1879.	HALF-YEAR ENDING																Total.						
			June 1880.	December 1880.	June 1881.	December 1881.	June 1882.	December 1882.	June 1883.	December 1883.	June 1884.	December 1884.	June 1885.	December 1885.	June 1886.	December 1886.	June 1887.	December 1887.		June 1888.	December 1888.	June 1889.	December 1889.	June 1890.	December 1890.
I	East Indian	Rs. 6,38,77,385	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	Rs. 6,38,77,385
XXXII	Great Indian Peninsula.	1,36,72,342	11,08,102	...	36,90,763	13,614	64,37,718	...	68,52,398	...	49,51,342	...	54,04,778	...	86,37,641	13,71,491	82,13,411	...	79,11,414	7,78,571	53,73,655	...	62,09,943	...	7,84,27,219
XXXXIII	Bombay, Baroda and Central India.	4,02,862	†	...	17,28,545	...	16,12,691	...	22,03,353	...	27,05,193	...	22,46,727	...	27,31,549	6,64,036	25,76,605	...	2,65,611	2,64,174	26,37,284	...	26,12,555	2,31,666	2,50,78,310
	Eastern Bengal	35,88,468	...	10,82,149	42,153	16,33,789	1,66,963	17,89,680	4,95,566	5,04,639	...	†	...	...	...	...	...	...	...	...	...	...	...	...	38,09,507
	Sind, Punjab and Delhi.	...	42,240	...	...	...	...	...	...	...	...	...	2,54,686	...	†	...	...	...	...	...	...	...	...	...	2,96,825
	South Indian	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	73,969	2,18,143	2,32,112
	TOTAL	8,15,41,047	11,50,342	10,82,149	54,67,451	16,47,403	82,17,390	17,89,680	93,51,305	5,91,043	76,56,535	...	79,06,090	6,66,993	93,69,240	20,35,527	1,07,80,106	6,644	1,01,77,021	10,42,745	80,10,939	3,35,498	88,96,467	4,49,829	17,81,51,419

* Surplus profits of the East Indian railway, after it had been acquired by the State, are omitted from this statement.

† Surplus profits were earned by the Bombay, Baroda and Central India Railway Company during the half-year, but no division took place owing to the special agreement that all surplus profits should be applied to the reconstruction of the Nerbudda Bridge.

‡ The Eastern Bengal and Sind, Punjab and Delhi railways were taken over by the State from the 1st July 1884 and the 1st January 1886 respectively, and are now worked under State management.

STATEMENT No. 24.
GUARANTEED RAILWAYS.

NOTE.—Rupees converted into sterling at the contract rates of exchange.

YEAR.	Capital expend- ed to the 31st March.	Net Revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870	83,910,587	2,846,600	4,344,113	1,497,513	...
1871	87,636,857	2,686,260	4,544,764	1,858,504	...
1872	90,183,585	2,869,223	4,603,853	1,734,630	...
1873	90,660,830	3,185,069	4,613,573	1,428,504	...
1874	91,353,883	3,956,071	4,651,088	695,017	...
1875	92,441,794	3,576,514	4,641,979	1,065,465	...
1876	93,392,600	4,442,430	4,658,947	216,517	...
1877	94,108,059	6,117,226	4,662,635	...	1,454,591
1878	95,430,863	5,002,028	4,708,134	...	293,894
1879	96,444,666	5,062,188	4,748,233	...	313,955
1880*	65,907,288	2,662,213	3,263,179	600,966	...
1881	66,349,320	3,110,824	3,272,651	161,827	...
1882	67,021,755	3,319,439	3,279,407	...	40,032
1883	67,431,448	3,542,973	3,289,439	...	253,534
1884	68,769,369	3,207,313	3,243,015	35,702	...
1885†	66,658,570	3,505,142	3,191,169	...	313,973
1886‡	56,814,758	3,378,242	2,702,701	...	675,541
1887	57,046,325	3,326,485	2,725,445	...	601,040
1888	57,694,398	3,433,689	2,688,848	...	744,841
1889§	49,045,463	2,853,584	2,345,383	...	508,201
1890	49,385,293	3,107,217	2,361,094	...	746,123

* East Indian railway excluded from this and subsequent years.
† Eastern Bengal railway ditto ditto
‡ Sind, Punjab and Delhi railway ditto ditto
§ Oudh and Rohilkhand railway ditto ditto.

STATEMENT No. 25.
Result of working the Guaranteed Railways for the year ending the 31st December 1890.

Serial No.	RAILWAY.	Net Revenue.	Guaranteed interest.		Guaranteed interest, Sterling converted at contract rates.	Guaranteed interest, Sterling converted at average rates of exchange.	Contribution to Provident Fund.	Surplus for division 3—(5+7).	Deficit at contract rates, (5—3).	EXTRA DIVIDEND IN EXCESS OF GUARANTEED INTEREST RECEIVED BY COMPANIES AS SURPLUS PROFITS.			True surplus or deficit 3—(6+7).
			England.	India.						Rate per cent. for half-year ending the 30th June 1890.	Rate per cent. for half-year ending the 31st December 1890.	£ s. d.		£ s. d.
1	2	3	4		5	6	7	8	9	10	11	12	
			£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	£ s. d.	£ s. d.	Rs.	
XXXII	Great Indian Peninsula.	1,91,50,259	1,190,111	72,069	1,30,55,103	1,55,72,516	1,27,307,59,67,849	...	...	1 5 4	...	+ 34,50,436	
XXXIII	Bombay, Baroda and Central India	74,98,177	419,460	3,033	45,78,954	54,66,227	74,982,28,44,241	...	...	1 10 0	0 2 6*	+ 19,56,968	
XXXIV	Madras	45,21,480	528,698	871	57,68,486	68,86,829	...	...	12,47,006	...	...	—23,65,349	
	South Indian	26,08,433	215,861	...	22,52,460	28,11,449	...	3,55,973	...	0 1 9*	0 5* 0	—2,03,016	
	Total	3,37,78,349	2,554,130	75,973	2,56,55,003	3,07,37,021	2,02,289,91,68,063	12,47,006	...	...	...	+ 28,39,039	

* Estimated.

Traffic results.

54. The table on pages 108 to 111 contains detailed information of the earnings and expenditure connected with the coaching and goods traffic on all lines, and the table on pages 112 to 115 shows the distribution of the working expenses. On pages 116 and 119 will be found a summary of the general results of the working of the principal railways.

55. The gross earnings of the chief railways per mean mile worked per week
Earnings per mean mile (excluding Steam-boat earnings) in five-yearly
worked per week. periods from the commencement up to the year 1888
and for 1890 are given in the following table, the lines being arranged in the
order of the earnings per mean mile worked per week in 1890 :

Railways (including branches and leased lines).	1853.	1858.	1863.	1868.	1873.	1878.	1883.	1888.	1890.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bombay, Baroda and Central India ...	...	...	138	287	260	298	497	532	540
East Indian ...	...	279	222	346	382	499	585	525	525
Great Indian Peninsula ...	119	173	175	357	282	394	467	526	508
Eastern Bengal (a) ...	...	...	180	259	331	254	288	283	271
North Western ...	...	...	171	112	154	193	228	202	219
Madras ...	...	93	110	181	157	148	148	195	218
Oudh and Rohilkhand ...	...	...	...	120	56	163	192	197	205
Rajputana-Malwa (b) ...	...	...	...	...	32	129	197	215	200
Burma ...	...	...	...	...	...	115	187	178	190
South Indian (c) ...	...	...	74	90	120	102	149	158	180
The Nizam's Guaranteed State ...	...	...	...	...	...	126	137	118	140
Tirhoot ...	...	...	...	...	...	108	103	123	121
Bengal and North-Western ...	...	...	...	...	...	...	...	102	
Bengal-Nágpur ...	...	...	...	...	...	...	170	164	101
Bhávnapur-Gondal-Junágarh-Forbandar ...	...	...	...	...	...	...	89	109	91
Indian Midland ...	...	...	...	...	...	...	...	99	90
Southern Mahratta ...	...	...	...	...	...	...	...	86	83
Southern Mahratta, Mysore Section ...	...	...	...	...	...	...	67	79	

(a) Excluding the Bengal Central railways.
(b) Excluding the Gaekwar's Mehsána railway.
(c) Excluding the Villupuram-Guntakal State railway.

56. The following table shows the gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1889 and 1890:

Railways (including branches and leased lines).	1889.		1890.	
	Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses to gross earnings (excluding steam-boat).	Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses to gross earnings (excluding steam-boat).
	Rs.		Rs.	
Bombay, Baroda and Central India ...	552	42·44	540	42·06
East Indian ...	534	35·44	525	(a) 32·06
Great Indian Peninsula ...	494	51·42	508	49·80
Eastern Bengal (b) ...	282	42·23	271	(c) 44·85
North Western ...	225	63·44	219	(d) 62·53
Madras ...	209	58·97	218	52·44
Oudh and Rohilkhand ...	209	44·24	205	49·14
Rajputana-Malwa (e) ...	230	45·82	200	50·41
Burma ...	169	66·45	190	57·08
South Indian (f) ...	165	70·11	180	57·46
The Nizam's Guaranteed State ...	129	66·90	140	59·74
Tirhoot ...	122	46·52	121	(g) 42·63
Bengal and North-Western ...	103	51·96		
Bengal-Nágpur ...	131	80·25	101	80·89
Bhávnagar-Gondal-Junágarh-Porbandar ...	97	56·55	91	61·81
Indian Midland ...	93	81·36	90	84·98
Southern Mahratta ...	84	76·22	83	78·36
Southern Mahratta, Mysore section ...				

(a) Including steam-boat, the percentage is 32·20.
(b) Excluding the Bengal Central railway.
(c) Including steam-boat, the percentage is 47·12.
(d) Ditto ditto ditto 62·82.
(e) Excluding the Gaekwar's Mehsána railway.
(f) Excluding the Villupuram-Guntakal State railway.
(g) Including steam-boat, the percentage is 44·08.

57. The main results of working on all railways, taking audited figures as far as possible, Main results of working for for the last five years are compared in the following table : five years.

			1886.	1887.	1888.	1889.	1890. (b)	DIFFERENCE AS COM- PARED WITH 1889.	
								Increase or decrease in 1890.	Per cent.
Open mileage on the 31st December	Miles		12,870.39	14,059.34	14,459.97	15,758.67	(c) 16,292.26	+533.59	+3.39
Mean mileage worked during the year	"		12,508.36	13,532.74	14,378.54	15,331.39	16,228.08	+896.69	+5.85
Number of passengers booked ...	No.		88,980,386	95,411,779	104,156,013	110,402,383	114,082,246	+3,679,863	+3.33
Number of passengers booked per mean mile worked ...	"		7.114	7.050	7.244	7.201	7.030	-171	-2.37
Number of tons of goods moved ...	Tons		19,611,214	20,195,677	22,393,202	22,155,164	22,612,718	+457,554	+2.07
Number of tons of goods moved per mean mile worked ...	"		1.568	1.492	1.557	1.445	1.393	-52	-3.60
Passenger unit miles ...	Unit miles		3,910,400,515	4,089,914,830	4,349,054,980	4,673,304,103	4,779,075,224	+105,771,121	+2.26
Ton-mileage of goods...	Ton-miles		3,391,229,475	3,195,563,738	3,576,997,334	3,639,462,332	3,509,668,215	-129,794,177	-3.57
Train-miles ...	Miles		45,577,435	45,800,741	49,898,600	51,047,582	52,437,246	+1,389,664	+2.72
<i>Gross Earnings—</i>									
Coaching ...	Rs.		5,80,96,624	6,02,83,498	6,43,50,321	6,89,64,758	7,05,98,928	+16,34,170	+2.37
Goods ...	"		12,39,16,556	11,92,70,989	12,79,03,904	13,02,35,243	12,99,51,712	-2,83,531	-0.22
Steam-boat, Telegraph and Miscellaneous.	"		50,51,504	50,93,450	53,90,524	57,20,067	61,50,518	+4,30,451	+7.53
TOTAL	"		18,70,64,684	18,46,47,937	19,76,44,749	20,49,20,068	20,67,01,158	+17,81,090	+0.87
Gross earnings per mean mile worked	"		14,955.17	13,644.53	13,745.81	13,366.05	12,737.25	-628.80	-4.70
<i>Working Expenses—</i>									
Maintenance ...	"		2,52,09,000	2,54,66,397	2,79,14,081	3,00,31,282	2,83,89,394	-16,41,888	-5.47
Locomotive ...	"		2,90,40,683	2,91,82,754	3,19,07,256	3,34,01,968	3,25,34,485	-8,67,483	-2.60
Carriage and Wagon ...	"		86,53,837	83,03,003	86,00,132	92,84,992	99,99,989	+7,14,997	+7.70
Traffic ...	"		1,43,11,902	1,49,67,386	1,57,70,452	1,61,24,847	1,64,70,053	+3,45,206	+2.14
General ...	"		92,67,743	1,01,14,513	1,03,98,112	1,07,81,121	1,11,24,782	+3,43,661	+3.19
Steam-boat, Special and Miscellaneous, and rent of leased lines ...	"		35,01,293	35,34,796	41,53,441	41,49,269	45,70,483	+4,21,214	+10.15
TOTAL	"	(a)	9,00,20,422	9,15,68,849	9,87,43,474	10,37,73,479	10,30,89,186	-6,84,293	-0.66
Working expenses per mean mile worked	"		7,196.82	6,766.47	6,867.42	6,768.69	6,352.52	-4,16.17	-6.15
Percentage of working expenses to gross earnings.	"		48.12	49.59	49.96	50.64	49.87	-0.76	...
Net earnings ...	"		9,70,44,262	9,30,79,088	9,89,01,275	10,11,46,589	10,36,11,972	+24,65,383	+2.44
Percentage of net earnings on total capital outlay on open line, including suspense	"		5.69	5.09	5.12	4.93	4.85	-0.08	...

(a) Includes Rs. 35,984 on account of the Morvi State railway not shown in the details.

(b) Includes West of India Portuguese railway.

(c) Excludes 112.16 miles either temporarily closed or constructed, but not opened.

58. The gross earnings from all sources show a steady improvement between 1886 and 1890, with the exception of 1887. The falling off in 1887 was due to a deficient wheat crop in the spring of that year and to the failure of the cotton crop of 1886. The gross earnings in 1890 show improvement as compared with 1889, due principally to increased coaching earnings ; but they do not compare favourably with the figures for the years 1886 to 1889 when the additional mean mileage worked is considered, the earnings per mean mile being lower in 1890 than in any of the four preceding years. This may partly be accounted for by the fact that the late rapid extension of new lines on which the traffic is undeveloped has reduced the general average.

59. The following table shows the gross earnings, working expenses, and net earnings during 1890, and what these amount to per train-mile, excluding steam-boat, for all railways under the following grouping :

	GROSS EARNINGS.		WORKING EXPENSES.		NET EARNINGS.	
	Total.	Per train-mile.	Total.	Per train-mile.	Total.	Per train-mile.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian railway	4,33,75,109	5.36	1,38,35,857	1.71	2,95,39,252	3.65
State railways (Commercial)	6,90,12,704	(a)3.51	3,54,88,790	(a)1.81	3,35,23,914	(a)1.70
State railways (Military)	36,20,201	2.76	39,93,343	3.05	—3,73,142	—0.29
State lines leased to Companies (b)	1,26,98,973	2.87	1,01,54,416	2.29	25,44,557	0.58
Guaranteed railway (c)	6,67,76,221	4.19	3,29,75,355	2.07	3,38,00,866	2.12
Assisted Companies	37,25,023	(d)3.30	18,46,323	(d)1.56	18,78,700	(d)1.74
Native States (e)	57,60,703	3.31	33,77,115	1.94	23,83,588	1.37
Foreign lines (f)	3,66,214	2.83	3,52,953	2.73	13,261	0.10

In 1889 the results per train-mile were—

	Gross earnings.	Working expenses.	Net earnings.
	Rs.	Rs.	Rs.
East Indian railway	5.46	1.92	3.54
State railways (Commerical)	3.51	1.77	1.74
State railways (Military)	2.70	2.90	—0.20
State lines leased to Companies	2.85	2.20	0.65
Guaranteed railways	4.34	2.27	2.07
Assisted Companies	3.30	1.86	1.44
Native States	3.35	2.03	1.32

(a) Excludes the Tirhoot State railway.
(b) Includes the Bhopal-Itarsi railway.
(c) Includes the Pondicherry railway.
(d) Includes the Tirhoot State railway.
(e) Excludes the Bhopal-Itarsi railway.
(f) Excludes the Pondicherry railway..

60. Under working expenses, the cost per mean mile worked shows favourably in comparison with the four previous years. The ratio of expenses to earnings was slightly better than in the two previous years, but still higher than the figures shown for 1886 and 1887. The comparatively high proportion of expenses to earnings during recent years is attributable to some extent to the opening of new lines which have not yet proved remunerative, and to some extent also to decrease in the proportion of charges formerly debited to Capital, to special adjustments in respect of Home expenditure relating to previous years, and to heavy charges on account of maintenance, especially during 1889.

61. In round numbers, the average length of line worked during 1890 was 16,228 miles, upon which the traffic was equivalent to 4,779 millions of passengers and 3,510 millions of tons of goods carried one mile.

62. The total number of passengers showed an increase of 3·33 per cent. as compared with the number in 1889. The passenger mileage increased 2·26 per cent. and the earnings from coaching traffic 2·37 per cent. The number of passengers booked per mean mile worked was 7,030 in 1890 as compared with 7,201 in 1889 and 7,244 in 1888. Of the total number carried in 1890, the two lowest classes of passengers constituted 97·33 per cent., the second class 2·29, and the first class 0·38 per cent.

The distances travelled by each class of passengers were on an average for the first class 78 miles, for the second class 50 miles, and for the two lowest classes 42 miles; and for the average journey the first class passenger paid Rs. 5-1-2, the second class passenger Re. 1-4-6, and the two lowest classes of passenger Re. 0-8-3; or 12·5, 4·9, and 2·4 pies per mile respectively.

The average coaching earnings per coaching train-mile were Rs. 3·24, the highest on the principal railways being Rs. 4·13 on the East Indian for the standard gauge and Rs. 3·91 on the Burma State railway for the metre gauge; the lowest, Rs. 2·51, on the Indian Midland railway for the standard gauge and Rs. 2·42 on the Southern Mahratta railway, including the Mysore section, for the metre gauge.

The highest average number of passengers carried in a passenger train was 301·89 on the Madras railway, and the smallest, 157·87, on the Indian Midland railway.

The lowest average cost of hauling on the standard gauge one passenger unit one mile was 0·74 pies on the East Indian railway, on which line the average sum received for this work was 2·69 pies, and on the metre gauge 0·69 pies on the Bengal and North-Western railway, the average receipts being 1·95 pies.

63. The total tonnage of goods lifted during the year shows an increase of 2·07 per cent. and the total ton-mileage a decrease of 3·57 per cent. as compared with 1889. The earnings from goods traffic showed a decrease of 0·22 per cent. as compared with 1889. The number of tons of goods lifted per mean mile worked was 1,393 in 1890 as compared with 1,445 in 1889 and 1,557 in 1888.

The average goods earnings per goods train-mile were Rs. 4·24, the highest on the principal railways being Rs. 7·90 on the Bombay, Baroda and Central India railway, standard gauge, and Rs. 3·52 on the Rajputana-Malwa railway, metre gauge; and the lowest, Rs. 2·89, on the Indian Midland railway, standard gauge, and Rs. 2·25 on the South Indian railway, metre gauge.

The lowest average cost of hauling one ton of goods one mile was 1·96 pies on the East Indian railway, standard gauge, and 3·04 pies on the Bengal and North-Western railway, metre gauge, the average sums received on these lines for doing this work being 5·80 pies and 6·75 pies respectively.

64. The table on page 120 gives a summary of the principal articles of merchandise, &c., carried on the several railways as compared with 1889. It shows an improvement of 780,778 tons, excluding railway materials for construction, and coal and other revenue stores carried for the home line. Twenty-four out of the thirty-three items of public traffic tabulated show increases.

Statement showing the gross earnings, working expenses, and net earnings per train-mile, also the gross

Serial No.	RAILWAY.	COACHING EARNINGS. *		GOODS EARNINGS. †		TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLD- ING ELECTRIC TELEGRAPH.		TOTAL EARNINGS, EXCLUD- ING STEAM-BOAT.		
		Amount.	Per pas- senger train- mile.	Amount.	Per goods train- mile.	Amount.	Per train- mile.	Amount.	Per train- mile.	Amount.	Per mean- mile worked per week.‡	Per train mile.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	State Lines worked by Companies.											
I	EAST INDIAN (a) ...	1,47,71,328	4·13	2,82,64,310	6·11	4,30,35,638	5·25	8,56,958	0·10	4,38,92,596	525	5·35
II	PATNA-GYA ...	Included	with the	East Indian	railway	...	...	...	...	...	...	...
III	{ TIRHOOT ... BENGAL AND NORTH-WESTERN ...	{ 18,04,772	{ 3·13	{ 22,85,143	{ 2·78	{ 40,89,915	{ 2·92	{ 1,32,976	{ 0·10	{ 42,22,891	{ 121	{ 3·02
	BARHILLY-PILIBHIT ...	47,791	4·25	61,746	3·61	1,09,537	3·86	9,913	0·35	1,19,450	64	4·21
V	BENGAL-NÁGPUR ..	5,43,378	2·82	21,01,475	5·05	26,44,853	4·35	2,19,725	0·36	28,64,578	101	4·71
VI	INDIAN MIDLAND (b) ...	16,12,933	2·51	17,87,906	2·89	34,00,839	2·69	1,08,339	0·09	35,09,178	90	2·78
VII	BHOPAL-ITÁRSI (BRITISH SECTION)	Included	with the	Indian Midland	railway	...	...	...	...	...	...	...
VIII	RAJPUTANA-MALWA ...	57,75,759	2·87	1,13,81,314	3·52	1,71,57,073	3·27	2,71,208	0·05	1,74,28,281	200	3·32
X	DHOND-MANMÁD ...	...	...	...	...	...	...	(d) 2,75,942	...	(d) 2,75,942	...	...
XI	SOUTHERN MAHRATTA (f) ...	24,81,123	2·42	30,73,617	2·47	55,54,740	2·45	1,02,674	0·05	56,57,414	83	2·50
XII	SOUTHERN MAHRATTA, MYSORE SECTION,	Included	with the	Southern Mahratta	railway	...	...	...	...	...	...	...
XIII	BEZVÁDA EXTENSION ...	...	...	...	...	...	...	(d) 18,689	...	(d) 18,689	...	...
	VILLUPURAM-GUNTAKAL— NELLORE-TIRUPATI SECTION ...	1,78,011	1·95	62,201	1·36	2,40,212	1·75	2,389	0·02	2,42,601	56	1·77
	VILLUPURAM-TIRUVANAMALAI SECTION.	17,434	4·20	2,478	0·56	19,912	2·31	36	...	19,948	73	2·32
	TOTAL ...	2,72,32,529	3·35	4,90,20,190	4·44	7,62,52,719	3·98	19,98,849	0·10	7,82,51,568	224	4·08
	State Lines worked by the State.											
XVII	NORTH WESTERN (g) ...	89,75,931	3·34	1,78,01,062	3·61	2,67,76,993	3·51	...	0·07	2,72,82,914	219	3·58
XVIII	AMRITSAR-PATHÁNKOT ...	...	...	...	...	...	...	(d) 1,12,214	...	(d) 1,12,214	...	...
XIX	JAMMU AND KASHMIR (BRITISH SECTION).	Included	with the	North Western	railway	...	...	...	...	...	...	...
XX	ODDH AND ROHILKHAND ...	33,95,454	3·29	37,20,159	3·08	71,15,613	3·18	2,65,783	0·12	73,81,396	205	3·30
	LUCKNOW-SITAPUR-SERAMAU ...	1,69,587	2·43	(h) 1,63,460	1·78	(h) 3,33,047	2·06	4,241	0·03	(h) 3,37,288	62	2·09
XXI	EASTERN BENGAL ...	37,09,721	2·91	67,41,067	3·96	1,04,50,788	3·51	2,17,661	0·07	1,06,68,449	271	3·58
XXII	BENGAL CENTRAL ...	4,97,306	2·59	1,62,117	1·59	6,59,423	2·25	8,380	0·03	6,67,803	103	2·28
XXIII	NALHÁTI ...	62,186	2·17	e 35,534	1·32	97,720	1·76	3,103	0·06	1,00,823	71	1·82
	WARDHA COAL ...	43,169	2·04	1,93,665	2·68	2,36,834	2·54	89,902	0·06	3,26,736	140	3·50
XXIV	CHEEREA-COMPANYGANJ ...	1,973	2·32	15,148	1·12	17,121	1·19	369	0·03	17,490	45	1·22
XXV	JORHÁT ...	10,292	1·05	50,196	3·70	60,488	2·59	1,479	0·06	61,967	44	2·65
XXVI	BURMA (i) ...	31,86,431	3·91	22,19,785	2·83	54,06,216	3·38	65,216	0·04	54,71,432	190	3·42
XXVII	TOUNGGOO-MANDALAY ...	Included	with the	Burma State	railway	...	...	...	...	...	...	...
	TOTAL ...	2,00,52,050	3·27	3,11,02,193	3·48	5,11,54,243	3·39	12,74,269	0·08	5,24,28,512	212	3·43
	Lines worked by Guaranteed Companies											
XXXII	GREAT INDIAN PENINSULA (j) ...	87,76,053	2·75	2,39,38,349	5·05	3,77,14,902	4·23	4,30,340	0·05	3,81,45,242	508	4·28
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (k).	44,11,394	3·50	82,90,012	7·90	1,27,01,406	5·50	2,38,965	0·10	1,29,40,371	540	5·60
XXXIV	MADRAS ...	37,64,490	3·37	53,56,233	3·99	91,20,723	3·71	3,85,411	0·16	95,06,134	218	3·86
	SOUTH INDIAN (l) ...	31,44,353	3·35	29,00,575	2·25	60,44,928	2·71	1,39,546	0·06	61,84,474	180	2·77
	TOTAL ...	2,00,96,290	3·09	4,54,85,669	4·83	6,55,81,959	4·12	11,94,262	0·08	6,67,76,221	377	4·14
	CARRIED OVER ...	6,73,80,869	...	12,56,08,052	...	19,29,88,921	...	44,67,380	...	19,74,56,301	...	...

(a) Includes the Patna-Gya State railway.
(b) Includes the Bhopal-Itársi railway.
(c) Includes (Rs. 16,573 on British section and Rs. 58,092 on Native State section) Rs. 72,665 on account of loss on working the Bhopal Itársi railway. See foot-note (d) on page 110.
* See also statements Nos. 15 and 28.
† See also statements Nos. 16 and 23.
‡ See also statement No. 23.
§ See also statements Nos. 27 and 28.

No. 26.

earnings per mile per week, on the several Railways, during the year ending the 31st December 1890.

STEAM-BOAT EARNINGS.		GROSS EARNINGS, INCLUDING STEAM-BOAT†		WORKING EXPENSES.§		NET EARNINGS‡		RAILWAY.	Serial No.
Amount.	Per train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
State Lines worked by Companies.									
64,246	0·01	4,39,56,842	5·36	1,41,52,196	13	4,98,04,646	3·63	EAST INDIAN (a) ...	I
...	...	...	...	...	...	...	...	PATNA-GYA ...	II
3,78,701	0·27	46,01,592	3·29	20,28,228	1·45	25,73,364	1·84	TIRHOOT ...	} III
...	...	1,19,450	4·21	78,929	2·78	40,521	1·43	BENGAL AND NORTH-WESTERN ...	
...	...	28,64,578	4·71	23,17,115	3·81	5,47,463	0·90	BAREILLY-PILIBHIT.	V
...	...	35,09,178	2·78	29,82,064	2·36	(c) 5,27,114	0·42	BENGAL-NÁGPUR ...	VI
...	...	...	...	...	...	...	...	INDIAN MIDLAND (b) ...	VII
...	...	1,74,28,281	3·32	87,85,756	1·67	86,42,525	1·65	BHOPAL-ITÁRSI (BRITISH SECTION)	VIII
...	...	(d) 2,75,942	...	(e) 12,808	...	2,63,134	...	RAJPUTANA-MALWA ...	X
...	...	56,57,414	2·50	44,33,340	1·96	12,24,074	0·54	DHOND-MANMÁD ...	XI
...	...	...	...	...	...	...	...	SOUTHERN MAHRATTA (f) ...	XII
...	...	(d) 18,689	...	(e) 2,371	...	16,318	...	SOUTHERN MAHRATTA, MYSORE SECTION.	XIII
...	...	2,42,601	1·77	1,73,644	1·27	68,957	0·50	BEZVÁDA EXTENSION ...	
...	...	19,948	2·32	11,091	1·29	8,857	1·03	VILLUPURAM-GUNTAKAL—	
4,42,947	0·02	7,86,94,515	4·11	3,49,77,542	1·83	(c) 4,37,16,973	2·28	NELLORE-TIRUPATI SECTION.	
...	...	...	...	...	...	...	...	VILLUPURAM-TIRUVANAMALAI SECTION.	
State Lines worked by the State.									
3,907	...	2,72,86,821	3·58	1,71,41,434	2·25	1,01,45,387	1·33	TOTAL.	
...	...	(d) 1,12,214	...	...	...	(d) 1,12,214	...	State Lines worked by the State.	
...	...	...	...	...	...	...	...	NORTH WESTERN (g) ...	XVII
...	...	...	...	...	...	...	...	AMRITSAR-PATHÁNKOT ...	XVIII
...	...	...	...	...	...	...	...	JAMMU AND KASHMIR (BRITISH SECTION).	XIX
...	...	73,81,396	3·30	36,26,918	1·62	37,54,478	1·68	ODDH AND ROHILKHAND ...	XX
...	...	3,37,288	2·09	2,45,471	1·52	(h) 91,817	0·57	LUCKNOW-SITAPUR-SERAMAU.	XXI
8,09,933	0·28	1,14,78,382	3·86	54,08,059	1·82	60,70,323	2·04	EASTERN BENGAL ...	XXII
...	...	3,67,803	2·28	4,21,897	1·44	2,45,906	0·84	BENGAL CENTRAL ...	XXIII
...	...	1,00,823	1·82	78,653	1·42	23,170	0·40	NALHÁTI ...	XXIV
...	...	3,26,736	3·50	2,07,355	2·22	1,19,381	1·28	WARDHA COAL.	XXV
...	...	17,490	1·22	20,346	1·42	—2,856	—0·20	CHERBA-COMPANYGANJ ...	XXVI
...	...	61,967	2·65	55,805	2·39	6,162	0·26	JORHÁT ...	XXVII
...	...	54,71,432	3·42	31,23,241	1·95	23,48,191	1·47	BURMA (i) ...	XXVIII
...	...	...	...	...	...	...	...	TOUNGOO-MANDALAY ...	XXIX
8,13,840	0·05	5,32,42,352	3·53	3,03,29,179	2·01	2,29,13,173	1·52	TOTAL.	
Lines worked by Guaranteed Companies.									
...	...	3,81,45,242	4·28	1,89,94,983	2·13	1,91,50,259	2·15	GREAT INDIAN PENINSULA (j) ...	XXXI
...	...	1,29,40,371	5·60	54,42,193	2·35	74,98,178	3·25	BOMBAY, BARODA AND CENTRAL INDIA (k).	XXXII
...	...	95,06,134	3·86	49,84,654	2·02	45,21,480	1·84	MADRAS ...	XXXIII
...	...	61,84,474	2·77	35,53,525	1·59	26,30,949	1·18	SOUTH INDIAN (l).	XXXIV
...	...	6,67,76,221	4·19	3,29,75,355	2·07	3,38,00,866	2·12	TOTAL.	
12,56,787	...	19,87,13,088	...	9,82,82,076	...	10,04,31,012	...	CARRIED OVER	

(d) Represent amounts received as rent from the working railway.

(e) Expenditure incurred direct by the State.

(f) Includes the Southern Mahratta railway, Mysore section.

(g) Includes the Amritsar-Pathámkot and Jammu and Kashmir railways.

(h) Excludes Rs. 1,744 on account of ballast train earnings due to the Oudh and Rohilkhand railway, included with the transactions of that railway.

(i) Includes the Toungoo-Mandalay extension.

(j) Includes the earnings and expenses of the branch lines worked (Dhond-Manmád, Khamgaon, and Amráoti State railways), but excludes the charges incurred direct by the State.

(k) Includes the Pátri branch.

(l) Includes the Pondicherry railway.

Statement showing the gross earnings, working expenses, and net earnings per train-mile, also the gross

Serial No.	RAILWAY.	COACHING EARNINGS		GOODS EARNINGS.		TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.		TOTAL EARNINGS, EXCLUDING STEAM-BOAT.		
		Amount.	Per passenger train-mile.	Amount.	Per goods train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.	Amount.	Per mean-mile worked per week.	Per train-mile.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	BROUGHT FORWARD	6,73,80,869	...	12,56,08,052	...	19,29,88,921	...	44,67,380	...	19,74,56,301	...	...
	Assisted Companies.											
XXXVI	TARAKESHWAR	2,65,975	5.62	19,635	4.74	2,85,610	5.55	916	0.01	2,86,526	248	5.56
XXXVII	DEOGHUR	23,941	1.78	1,971	0.15	25,912	1.93	183	0.01	26,095	105	1.94
XXXVIII	ROHILKHAND-KUMAUN	1,76,627	5.48	85,171	2.08	2,61,798	3.58	53,036	0.72	3,14,834	90	4.30
XXXIX	DARJEELING-HIMALAYAN	2,12,074	5.62	3,57,190	3.96	5,69,164	4.45	7,272	0.06	5,76,436	217	4.50
XL	DIBRU-SADIYA	57,885	3.04	4,41,130	3.77	4,99,015	3.67	15,251	0.11	5,14,266	127	3.78
XLI	THATON-DUYINZAIK	9,287	1.82	24,486	3.45	33,773	2.77	...	...	33,773	81	2.77
	TOTAL	7,45,789	5.27	9,29,483	3.58	16,75,272	4.04	76,658	0.19	17,51,930	146	4.23
	Lines owned by Native States and worked by Companies.											
XLII	KHANGAON	...	...	...	...	...	...	(a)26,092	...	(a)26,092	...	...
XLIII	ANRÁOTI	...	...	...	...	...	...	(a)47,138	...	(a)47,138	...	...
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	Included	with	the	Indian	Midland railway	...	...	...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE(c)	8,28,094	3.24	16,83,446	4.22	25,11,540	3.81	70,459	0.11	25,81,999	140	3.94
XLVI	THE GAEKWAR'S DABHOI	1,15,471	2.99	77,592	1.96	1,93,063	2.47	1,964	0.02	1,95,027	57	2.49
XLVII	THE GAEKWAR'S MEHSANA	35,485	2.41	23,742	0.91	59,227	1.45	14	...	59,241	41	1.45
XLVIII	THE GAEKWAR'S PETLAD	23,609	2.51	8,381	2.41	31,990	2.48	658	0.05	32,648	71	2.53
	TOTAL	10,02,659	3.15	17,93,161	3.83	27,95,820	3.55	1,46,325	0.19	29,42,145	121	3.74
	Lines owned by Native States and worked by State Railway agency.											
L	RÁJPURA-BHÁTINDA	2,39,548	5.10	3,24,797	3.31	5,64,345	3.89	2,601	0.02	5,66,946	101	3.91
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	...	...	...	...	...	...	(a)13,771	...	(a)13,771	...	...
	TOTAL	2,39,548	5.10	3,24,797	3.31	5,64,345	3.89	16,372	0.02	5,80,717	101	3.91
	Lines owned and worked by Native States.											
LII	JODHPUR	1,63,058	2.92	1,98,212	3.28	3,61,270	3.11	9,556	0.08	3,70,826	58	3.19
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	8,28,561	2.65	7,05,468	2.84	15,34,029	2.73	37,759	0.07	15,71,788	91	2.80
LIV	MORVI	1,75,101	2.20	1,10,697	2.24	2,85,798	2.22	9,429	0.07	2,95,227	60	2.29
	TOTAL	11,66,720	2.60	10,14,377	2.83	21,81,097	2.70	56,744	0.07	22,37,841	78	2.77
	Foreign Lines.											
LVI	WEST OF INDIA PORTUGUESE	63,343	1.28	2,81,842	3.52	3,45,185	2.67	21,029	0.16	3,66,214	138	2.83
LVII	PONDICHERY	Included with	the	South Indian	railway	...	...	...	...	...	...	...
	TOTAL	63,343	1.28	2,81,842	3.52	3,45,185	2.67	21,029	0.16	3,66,214	138	2.83
	Total of all Railways...	7,05,98,928	3.24	12,99,51,712	4.24	20,05,50,640	3.82	47,84,503	0.09	20,53,35,148	243	3.92

(a) Represent amounts received as rent from the working railway.

(b) Expenditure incurred direct by the State.

(c) Includes the earnings and expenses of the Rezvada extension, but excludes the charges incurred direct by the State.

(d) Excludes Rs. 56,092 on account of loss on working the Bhopal-Itarsi State railway, Native State section. See foot-note (e) on page 103.

(e) Harbour earnings.

No. 26—concl'd.

Earnings per mile per week, on the several Railways during the year ending the 31st December 1890.

STEAM-BOAT EARNINGS.		GROSS EARNINGS, INCLUDING STEAM-BOAT.		WORKING EXPENSES.		NET EARNINGS.		RAILWAY.	Serial No.
Amount.	Per train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.		
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
12,56,787	...	19,87,13,088	...	9,82,8 ,076	...	10,04,31,012	...	BROUGHT FORWARD.	
								Assisted Companies.	
...	...	2,86,526	5 56	1,42,243	2 76	1,44,283	2 80	TÁRAKESHWAR ...	XXXVI
...	...	26,095	1 94	15,180	1 13	10,915	0 81	DEOGHUR ...	XXXVII
...	...	3,14,834	4 30	1,63,831	2 24	1,51,003	2 06	ROHILKHAND-KUMAUN ...	XXXVIII
...	...	5,76,436	4 50	3,43,541	2 68	2,32,895	1 82	DARJEELING-HIMALAYAN ...	XXXIX
...	...	5,14,266	3 78	3,37,306	2 48	1,76,960	1 30	DIBRU-SADIYA ...	XL
...	...	33,773	2 77	19,458	1 60	14,315	1 17	THATÓN-DUYINZÁIK ...	XLI
...	...	17,51,930	4 23	10,21,559	2 47	7,30,371	1 76	TOTAL.	
								Lines owned by Native States and worked by Companies.	
...	...	(a)26,092	...	...	...	(a)26,092	...	KHÁMGAON ...	XLII
...	...	(a)47,138	...	(b)885	...	46,253	...	AMRÁOTI ...	XLIII
...	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	XLIV
...	...	25,81,999	3 94	15,42,409	2 35	10,39,590	1 59	THE NIZAM'S GUARANTEED STATE (c)	XLV
...	...	1,95,027	2 49	1,20,457	1 54	74,570	0 95	THE GAEKWAR'S DABHOI ...	XLVI
...	...	59,241	1 45	35,933	0 88	23,308	0 57	THE GAEKWAR'S MEHSÁNA ...	XLVII
...	...	32,648	2 53	11,779	0 91	20,869	1 62	THE GAEKWAR'S PETLÁD ...	XLVIII
...	...	29,42,145	3 73	17,11,463	2 17	(d)12,30,682	1 56	TOTAL.	
								Lines owned by Native States and worked by State Railway agency.	
...	...	5,66,946	3 91	3,11,820	2 15	2,55,126	1 76	RÁJPUTRA-BHÁTINDA ...	L
...	...	(a)13,771	...	...	...	(a)13,771	...	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LI
...	...	5,80,717	4 00	3,11,820	2 15	2,68,897	1 85	TOTAL.	
								Lines owned and worked by Native States.	
...	...	3,70,826	3 19	1,74,634	1 50	1,96,192	1 69	JODHPUR ...	LII
...	...	15,71,788	2 80	9,71,521	1 73	6,00,267	1 07	BÁHVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	LIII
...	...	2,95,227	2 29	2,07,677	1 61	87,550	0 68	MORTI ...	LIV
...	...	22,37,841	2 77	13,53,832	1 68	8,84,009	1 09	TOTAL.	
								Foreign Lines.	
(e)1,09,223	0 84	4,75,437	3 67	(f)4,08,436	3 15	67,001	0 52	WEST OF INDIA PORTUGUESE ...	LVI
...	...	...	...	...	...	...	...	PONDICHERRY ...	LVI
(e)1,09,223	0 84	4,75,437	3 67	(f)4,08,436	3 15	67,001	0 52	TOTAL.	
13,66,010	0 03	20,67,01,158	3 94	10,30,89,186	1 97	10,36,11,972	1 97	Total of all Railways.	

(e) Includes Rs. 55,483 on account of Harbour expenses.

* See also statements Nos. 15 and 28.

† See also statements Nos. 16 and 28.

‡ See also statement No. 28.

§ See also statements Nos. 27 and 28.

STATEMENT

Table showing the working expenses in detail on the several

Serial No.	RAILWAY.	Gauge.	Mean mileage worked (See also statement No. 18, page 91.)	MAINTENANCE OF WAY, WORKS, AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.		
				Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.
	State Lines worked by Companies.			Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
I	EAST INDIAN (a) ...	Standard	1,606·88	39,24,066	0·48	8·93	35,94,189	0·44	8·18	12,00,423	0·15	2·73	29,50,167	0·36	6·71
II	PATNA-GYA ...	Standard	(57·20)	Included	with	the East Indian railway.									
III	{ TIRHOOT ... } { BENGAL AND NORTH-WESTERN.	Metre	670·75	3,98,488	0·28	8·66	4,83,829	0·35	10·52	1,07,372	0·08	2·33	4,06,496	0·29	8·83
	BAREILLY-PILIBHIT ...	Metre	36·00	19,126	0·67	16·00	13,756	0·49	11·52	3,520	0·12	2·95	16,270	0·57	13·62
V	BENGAL-NAGPUR ...	Standard	545·65	8,79,503	1·45	30·70	5,35,140	0·88	18·68	1,30,049	0·21	4·54	2,65,098	0·44	9·26
VI	INDIAN MIDLAND (b) ...	Standard	753·65	10,20,842	0·80	29·09	8,04,330	0·64	22·92	2,07,110	0·16	5·90	3,85,017	0·31	10·97
VII	BHOPAL-ITARSI (BRITISH SECTION).	Standard	(13·00)	Included	with	the Indian Midland railway									
VIII	RAJPUTANA-MALWA ...	Metre	1,671·83	14,03,411	0·27	8·05	33,81,032	0·64	19·40	14,06,595	0·27	8·07	13,42,265	0·25	7·70
X	DHOND-MANMAD ...	Standard	(145·50)												
XI	SOUTHERN MAHRATTA (d) ...	Metre	1,309·22	15,17,023	0·67	26·81	12,70,236	0·56	22·45	2,26,381	0·10	4·00	6,46,768	0·29	11·43
XII	SOUTHERN MAHRATTA, MYSORE SECTION.	Metre	(296·00)	Included	with	the Southern Mahratta railway									
XIII	BEZVADA EXTENSION ...	Standard	(21·47)												
	VILLUPURAM-GUNTAKAL-NELLORE-TIRUPATI SECTION ...	Metre	82·92	47,708	0·35	19·67	50,088	0·37	20·65	10,694	0·08	4·41	18,885	0·14	7·78
	VILLUPURAM-TIRU VANAMALAI SECTION.	Metre	5·24	3,365	0·39	16·87	4,097	0·48	20·54	801	0·09	4·01	1,546	0·18	7·75
	TOTAL ...		6,682·14	92,13,532	0·48	11·71	1,01,36,697	0·53	12·88	32,92,945	0·17	4·18	60,32,512	·31	7·66
	State Lines worked by the State.														
XVII	NORTH WESTERN (e) ...	Standard	2,400·18	53,04,331	0·70	19·44	57,71,346	0·76	21·15	20,93,300	0·27	7·67	22,80,320	0·30	8·36
XVIII	AMRITSAR-PATHANKOT	Standard	(64·79)	Included with the North Western railway											
XIX	JAMMU AND KASHMIR (BRITISH SECTION).	Standard	(6·50)												
XX	ODDH AND ROHILKHAND	Standard	692·55	11,51,528	0·52	15·60	9,69,771	0·43	13·14	2,92,526	0·13	3·96	6,78,097	0·30	9·19
	LUCKNOW-SITAPUR-SERAMAU.	Metre	104·59	50,980	0·32	15·12									
		Standard	243·09	13,36,598	0·45	11·64	11,35,221	0·38	9·89	4,18,369	0·14	3·65	12,14,638	0·41	10·58
XXI	EASTERN BENGAL ...	Metre 2' 6"	477·49 37·00												
XXII	BENGAL CENTRAL ...	Standard	125·01	1,01,766	0·35	15·24	88,738	0·30	13·29	32,642	0·11	4·89	93,283	0·32	13·97
XXIII	NALHATI ...	4' 0"	27·25	34,443	0·62	34·16	13,196	0·24	13·09	3,436	0·06	3·41	14,182	0·26	14·06
	WARDHA COAL ...	Standard	45·00	63,774	0·68	19·52	51,652	0·56	15·81	30,544	0·33	9·35	23,640	0·25	7·23
XXIV	CHERRA-COMPANYGANJ ...	2' 6"	7·50	2,540	0·18	14·52	7,412	0·52	42·38	1,457	0·10	8·33	4,695	0·33	26·84
XXV	JORHAT ...	2' 6"	27·28	15,115	0·65	24·39	14,067	0·60	22·70	3,978	0·17	6·42	14,250	0·61	23·00
XXVI	BURMA (h) ...	Metre	554·40	9,67,873	0·60	17·69	9,59,897	0·60	17·54	2,34,474	0·15	4·29	5,59,831	0·35	10·23
XXVII	TOUNGOO-MANDALAY ...	Metre	(220·00)	Included	with	the Burma State railway.									
	TOTAL ...		4,741·34	90,28,948	0·60	16·96	90,11,300	0·60	16·93	31,10,726	0·21	5·84	48,82,936	0·32	9·17
	Lines worked by Guaranteed Companies.														
XXXII	GREAT INDIAN PENINSULA (j).	Standard	1,444·62	47,81,856	0·54	12·54	72,91,512	0·82	19·11	19,47,499	0·22	5·11	27,84,400	0·31	7·30
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (l).	Standard	460·90	15,77,735	0·68	12·19	18,66,072	0·81	14·42	5,85,974	0·25	4·53	8,01,878	0·35	6·20
XXXIV	MADRAS ...	Standard	839·30	12,52,929	0·51	13·18	17,53,446	0·71	18·45	5,57,517	0·23	5·86	8,20,687	0·33	8·63
	SOUTH INDIAN (m) ...	Metre	662·46	11,44,526	0·51	18·51	12,67,492	0·57	20·49	2,69,951	0·12	4·37	4,77,905	0·22	7·73
	TOTAL ...		3,407·28	87,57,046	0·55	13·11	1,21,78,522	0·76	18·24	33,60,941	0·21	5·03	48,84,870	0·31	7·32
	CARRIED OVER ...		14,830·76	2,69,99,526			3,13,26,519			97,64,612			1,58,00,318		

(a) Includes the Patna-Gya State railway and foreign lines worked over.
(b) Includes the Bhopal-Itarsi State railway and foreign lines worked over.
(c) Expenditure incurred direct by the State.
(d) Includes the Southern Mahratta railway, Mysore section.
(e) Includes the Amritsar-Pathankot and Jammu and Kashmir railways and foreign lines worked over.
(f) Includes Rs. 1,26,047 on account of rent of leased lines.

N.B.—The mileage shown within bracket

No. 27.

Railways during the year ending the 31st December 1890.

GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS.			TOTAL.			RAILWAY.	Serial No.
Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.		
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.			
18,47,445	0.22	4.20	78,951	0.01	0.18	5,56,955	0.07	1.27	1,41,52,196	1.73	32.20	State Lines worked by Companies.	
...	...	...	...	...	...	...	...	...	...	...	...		
3,76,827	0.27	8.19	2,25,767	0.61	4.91	29,449	0.02	0.64	20,28,228	1.45	44.08	{ TIRHOOT BENGAL AND NORTH-WESTERN. }	
17,268	0.61	14.46	...	...	...	8,989	0.32	7.53	78,929	2.78	66.08	BAREILLY-PILIBHIT.	
4,44,812	0.73	15.53	...	...	...	62,513	0.10	2.18	23,17,115	3.81	80.89	BENGAL-NAGPUR ...	
4,54,283	0.36	12.95	...	...	...	1,10,482	0.09	3.15	29,82,064	2.36	84.98	INDIAN MIDLAND (b) ...	
...	...	...	...	...	...	...	...	...	...	...	...	BHOPAL-ITARSI (BRITISH SECTION).	
11,05,226	0.21	6.34	...	...	...	1,47,227	0.08	0.85	87,85,756	1.67	50.41	RAJPUTANA-MALWA ...	
(c) 12,808	...	...	...	...	...	...	...	...	(c) 12,808	...	...	DHOND-MANMAD ...	
7,22,202	0.32	12.77	...	...	...	50,730	0.02	0.90	44,33,340	1.96	78.36	SOUTHERN MAHRATTA (d) ...	
...	...	...	...	...	...	...	...	...	...	...	...	SOUTHERN MAHRATTA, MYSORE SECTION.	
(c) 2,371	...	...	...	...	...	...	...	...	(c) 2,371	...	...	BEZVADA EXTENSION ...	
14,484	0.10	5.97	...	...	...	31,785	0.23	13.10	1,73,644	1.27	71.58	VILLUPURAM-GUNTAKAL-NELLORE-TIRUPATI SECTION.	
1,163	0.14	5.83	...	...	...	119	0.01	0.60	11,091	1.29	55.60	VILLUPURAM-TIRUVANAMALAI SECTION.	
49,98,889	0.26	6.35	3,04,718	0.02	0.39	9,98,249	0.05	1.27	3,49,77,542	1.82	44.44	TOTAL.	
11,86,231	0.15	4.35	82,094	0.01	0.30	(f) 4,23,812	0.06	1.55	(f) 1,71,41,434	2.25	62.82	State Lines worked by the State.	
...	...	...	...	...	...	...	...	...	...	...	...		
4,41,033	0.20	5.98	...	...	...	93,963	0.04	1.27	36,26,918	1.62	49.14		
...	...	...	...	...	...	(g) 1,94,491	1.20	57.66	2,45,471	1.52	72.78	{ AMRITSAR-PATHANKOT ... JAMMU AND KASHMIR (BRITISH SECTION). }	
5,08,163	0.17	4.43	6,22,739	0.21	5.43	1,72,331	0.06	1.50	54,08,059	1.82	47.12	ODDH AND ROHILKHAND ...	
91,976	0.31	13.77	...	...	...	13,492	0.05	2.02	4,21,897	1.44	63.18	LUCKNOW-SITAPUR-SERAMAU.	
12,846	0.23	12.74	...	...	...	550	0.01	0.55	78,653	1.42	78.01	EASTERN BENGAL ...	
32,738	0.35	10.02	...	...	...	5,007	0.05	1.53	2,07,355	2.22	63.46	BENGAL CENTRAL ...	
4,035	0.28	23.07	...	...	...	207	0.01	1.19	20,346	1.42	116.33	NALHATI ...	
7,708	0.33	12.44	...	...	...	687	0.03	1.11	55,805	2.39	90.06	WARDHA COAL.	
3,53,374	0.22	6.46	...	...	...	47,792	0.03	0.87	31,23,241	1.95	57.08	CHERRA-COMPANYGANJ ...	
...	...	...	...	...	...	...	...	...	...	...	...	JORHAT ...	
26,38,104	0.17	4.95	7,04,833	0.05	1.32	9,52,332	0.06	1.79	3,03,29,179	2.01	56.96	BURMA (h) ...	
12,70,044	0.14	3.33	...	...	...	(k) 9,19,672	0.10	2.41	(k) 1,89,94,983	2.13	49.80	TOUNGGO-MANDALAY ...	
5,24,890	0.22	4.06	...	...	...	85,644	0.04	0.66	54,42,193	2.35	42.06	TOTAL.	
5,50,887	0.22	5.80	...	...	...	49,188	0.02	0.52	49,84,654	2.02	52.44	Lines worked by Guaranteed Companies.	
3,66,328	0.16	5.92	...	...	...	27,923	0.01	0.44	35,53,525	1.59	57.46	GREAT INDIAN PENINSULA (j).	
27,12,149	0.17	4.06	...	...	...	10,81,827	0.07	1.62	3,29,75,355	2.07	49.38	BOMBAY, BARODA AND CENTRAL INDIA (l).	
1,03,49,142	...	...	10,09,551	...	...	30,32,408	...	...	9,82,82,076	...	...	MADRAS ...	
...	...	...	...	...	...	...	...	...	...	...	...	SOUTH INDIAN (m).	
...	...	...	...	...	...	...	...	...	...	...	...	TOTAL.	
...	...	...	...	...	...	...	...	...	...	...	...	CARRIED OVER.	

(g) Total working expenses, exclusive of maintenance.

(h) Includes the Toungoo-Mandalay extension.

(i) Includes the Dhond-Manmad, Khangaon, and Amratoti railways, but excludes the charges incurred direct by the State.

(k) Includes Rs. 3,49,172 on account of rent of leased lines.

(l) Includes the Patni branch.

(m) Includes the Pondicherry railway.

* See also statements Nos. 26 and 23.

† See also statement No. 28.

are not included in the "totals."

Table showing the working expenses in detail on the several

Serial No.	RAILWAY.	Gauge.	Mean mileage worked. (See also statement No. 18, page 91).	MAINTENANCE OF WAY, WORKS, AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC.		
				Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.
	BROUGHT FORWARD	...	14,830.76	2,69,99,526	...	...	3,13,26,519	...	...	97,64,612	...	...	1,58,00,318	...	...
	Assisted Companies.														
XXXVI	TARAKESHWAR	Standard.	22.23	25,995	0.51	9.07	23,374	0.45	8.16	7,784	0.15	2.72	19,147	0.37	6.68
XXXVII	DROGHUR	Metre.	4.79	3,283	0.25	12.58	4,601	0.34	17.63	387	0.03	1.43	4,331	0.32	16.60
XXXVIII	ROHILKHAND-KUMAUN	Metre.	67.00	33,425	0.46	10.62	33,901	0.46	10.77	8,381	0.11	2.66	38,986	0.53	12.38
XXXIX	DARJEELING-HIMALAYAN	2' 0"	51.00	77,157	0.60	13.39	1,12,827	0.88	19.57	32,172	0.25	5.58	55,595	0.43	9.64
XL	DIBRU-SADIYA	Metre.	78.00	1,22,894	0.90	23.90	73,337	0.54	14.26	27,534	0.20	5.35	44,525	0.33	8.66
XLI	THATON-DUYINZAIK	2' 6"	8.00	2,274	0.19	6.73	5,836	0.48	17.28	4,381	0.36	12.97	6,744	0.55	19.97
	TOTAL	...	231.02	2,65,028	0.64	15.13	2,53,876	0.61	14.49	80,639	0.19	4.60	1,69,328	0.41	9.67
	Lines owned by Native States and worked by Companies.														
XLII	KHAMGAON	Standard.	(7.50)	Included with the Great Indian Peninsula railway.											
XLIII	AMRAOTI	Standard.	(5.50)	...	...	...	...	...	...	...	...	...	...	...	...
XLIV	BHOPAL-ITARSI (NATIVE STATE SECTION).	Standard.	(44.11)	Included with the Indian Midland railway.											
XLV	THE NIZAM'S GUARANTEED STATE (c)	Standard.	353.77	5,69,967	0.87	22.07	3,94,689	0.60	15.29	82,281	0.12	3.19	2,14,044	0.33	8.29
XLVI	THE GAEKWAR'S DABHOI	2' 6"	65.80	41,666	0.53	21.36	40,456	0.52	20.74	6,449	0.08	3.31	20,165	0.26	10.34
XLVII	THE GAEKWAR'S MEHSANA	Metre.	27.73	8,958	0.22	15.12	11,594	0.28	19.57	4,985	0.12	8.42	4,657	0.11	7.86
XLVIII	THE GAEKWAR'S PETLAD	Standard.	8.81	...	...	...	4,967	0.39	15.22	1,562	0.12	4.78	2,234	0.17	6.84
	TOTAL	...	456.11	6,20,591	0.79	21.09	4,51,706	0.58	15.35	95,277	0.12	3.24	2,41,100	0.31	8.20
	Lines owned by Native States and worked by State Railway agency.														
I	RAJPUTRA-BHATINDA	Standard.	107.94	...	...	...	...	...	...	...	...	...	...	...	...
II	JAMMU AND KASHMIR (NATIVE STATE SECTION).	Standard.	(12.71)	Included with the North Western railway.											
	TOTAL	...	107.94	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by Native States.														
LII	JODHPORE	Metre.	124.00	80,751	0.69	21.77	59,071	0.51	15.93	3,922	0.03	1.06	19,458	0.17	5.25
LIII	BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR.	Metre.	333.25	2,94,018	0.52	18.71	2,91,695	0.52	18.56	29,013	0.05	1.84	1,54,406	0.23	9.93
LIV	MORVI	2' 6"	94.00	49,519	0.38	16.77	65,756	0.51	22.27	11,826	0.09	4.01	36,824	0.29	12.47
	TOTAL	...	551.25	4,24,288	0.53	18.96	4,16,522	0.52	18.61	44,761	0.05	2.00	2,10,778	0.26	9.42
	Foreign Lines.														
LVI	WEST OF INDIA PORTUGUESE.	Metre.	51.00	79,961	0.62	16.82	85,862	0.66	18.06	14,700	0.11	3.09	48,529	0.37	10.21
LVII	PONDICHERRY	Metre.	(7.85)	Included with the South Indian railway.											
	TOTAL	...	51.00	79,961	0.62	16.82	85,862	0.66	18.06	14,700	0.11	3.09	48,529	0.37	10.21
	Total of all Railways.	...	16,228.08	2,83,89,394	0.54	13.73	3,25,34,485	0.62	15.74	99,99,989	0.19	4.84	1,64,70,053	0.32	7.97

(a) Includes 12 miles of joint line belonging to the Bareilly-Pilibhit railway worked over by the Rohilkhand-Kumaun railway.
(b) Expenditure incurred direct by the State.
(c) Includes the Bezwada extension and 3.10 miles worked over twice by each train, but excludes the charges incurred direct by the State.
(d) Includes Rs. 18,689 on account of rent of leased line.

N.B.—The mileages shown within

No. 27—concl'd.

Railways during the year ending the 31st December 1890—concl'd.

GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS.			TOTAL.			RAILWAY.	Serial No.
Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.		
Rs.	Rs.	...	Rs.	Rs.	...	Rs.	Rs.	...	Rs.	Rs.	...		
1,03,49,142	...	...	10,09,551	...	...	30,32,408	...	...	9,82,82,076	...	...	BROUGHT FORWARD.	
												Assisted Companies.	
12,526	0·24	4·37	...	...	...	53,417	1·04	18·64	1,42,243	2·76	49·64	TARAKESHWAR ...	XXXVI
2,578	0·19	9·88	...	...	...	...	...	...	15,180	1·13	58·17	DEOGHUR ...	XXXVII
41,465	0·57	13·17	...	...	...	7,673	0·11	2·44	1,63,831	2·24	52·04	ROHILKHAND-KUMAUN ...	XXXVIII
52,142	0·41	9·05	...	...	...	13,648	0·11	2·37	3,43,541	2·68	59·60	DARJEELING-HIMALAYAN	XXXIX
67,219	0·49	13·07	...	...	...	1,797	0·02	0·35	3,37,306	2·48	65·59	DIBRU-SADIYA ...	XL
223	0·02	0·66	...	...	...	...	...	...	19,458	1·60	57·61	THATON-DUYINZAIK ...	XLI
1,76,153	0·43	10·05	...	...	...	76,535	0·18	4·37	10,21,559	2·46	58·31	TOTAL.	
												Lines owned by Native States and worked by Companies.	
...	...	...	...	...	...	...	...	...	...	...	...	KHAMGAON ...	XLII
(b) 885	...	...	...	...	...	...	...	...	(b) 885	...	...	AMRAOTI ...	XLIII
...	...	...	...	...	...	...	...	...	...	...	...	BHOPAL-ITARSI (NATIVE STATE SECTION).	XLIV
2,44,014	0·37	9·45	...	...	...	(d) 37,414	0·06	1·45	15,42,409	2·35	59·74	THE NIZAM'S GUARANTEED STATE (c).	XLV
11,721	0·15	6·01	...	...	...	...	...	...	1,20,457	1·54	61·76	THE GAEKWAR'S DABHOI	XLVI
3,861	0·10	6·52	...	...	...	1,878	0·05	3·17	35,933	0·88	60·66	THE GAEKWAR'S MEHSANA	XLVII
1,473	0·11	4·51	...	...	...	1,543	0·12	4·73	11,779	0·91	36·08	THE GAEKWAR'S PETLAD	XLVIII
2,61,954	0·33	8·90	...	...	...	40,835	0·05	1·39	17,11,463	2·18	58·17	TOTAL.	
												Lines owned by Native States and worked by State Railway agency.	
...	...	...	...	...	...	(e) 3,11,820	2·15	55·00	3,11,820	2·15	55·00	RAJPUTRA-BHATINDA ...	L
...	...	...	...	...	...	...	...	...	...	...	...	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LI
...	...	...	...	...	...	3,11,820	2·15	55·00	3,11,820	2·15	55·00	TOTAL.	
												Lines owned and worked by Native States.	
10,005	0·09	2·70	...	...	...	1,427	0·01	0·33	1,74,634	1·50	47·09	JODHPORE ...	LII
1,80,574	0·32	11·49	...	...	...	21,725	0·04	1·38	9,71,521	1·73	61·81	BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR.	LIII
38,102	0·30	12·91	...	...	...	5,650	0·04	1·91	2,07,677	1·61	70·34	MORVI ...	LIV
2,28,681	0·28	10·22	...	...	...	28,802	0·04	1·29	13,53,832	1·68	60·50	TOTAL.	
												Foreign Lines.	
1,08,852	0·84	22·89	(g) 55,483	0·43	11·67	15,049	0·12	3·17	4,08,436	3·15	85·91	WEST OF INDIA PORTUGUESE	LVI
...	...	...	...	...	...	...	...	...	...	...	...	PONDICHERY ...	LVII
1,08,852	0·84	22·89	55,483	0·43	11·67	15,049	0·12	3·17	4,08,436	3·15	85·91	TOTAL.	
1,11,24,782	0·21	5·38	10,65,034	0·02	0·51	35,05,449	0·07	1·70	10,30,89,186	1·97	49·87	Total of all Railways.	

(e) Total working expenses.

(f) Worked by the North Western railway at 55 per cent. of gross earnings.

(g) Harbour charges.

* See also statement Nos. 26 and 28.

† See also statement No. 28.

brackets are not included in the totals.

General results of the working of the 16 principal Indian

Progressive No.	HEADINGS.	STANDARD				
		I. East Indian. (b)	V. Bengal-Nágpur. (e)	VI. Indian Midland. (g)	XVII. North Western. (j)	XX. Oudh and Rohilkhand.
1	Miles open on the 31st December 1890 ... Miles	1,582·64	586·01	734·46	(k) 2,400·99	692·55
2	Mean mileage worked during the year ... "	(c) 1,606·88	545·65	(h) 753·65	(l) 2,400·18	692·55
3	Total capital outlay (open line) ... Rs.	36,42,56,334	6,54,54,910	8,32,79,427	39,70,98,825	9,27,89,280
4	Total capital outlay per mile open (a) ... "	224,847	1,06,265	1,16,419	1,58,140	1,30,559
5	Coaching earnings	1,47,71,328	5,43,378	16,12,933	89,75,931	33,95,454
6	Goods earnings	2,82,64,310	21,01,475	17,87,906	1,78,01,062	37,20,159
7	Gross earnings	4,39,56,842	28,64,578	35,09,178	2,72,86,821	73,81,396
8	Gross earnings per mean mile worked per week, excluding steam-boat earnings ...	525	101	90	219	205
9	Working expenses	1,41,52,196	23,17,115	29,82,064	(m) 1,71,41,434	36,26,918
10	Working expenses per cent. of gross earnings	32·20	80·89	84·98	62·82	49·14
11	Net earnings Rs.	2,98,04,646	5,47,463	(i) 5,27,114	1,01,45,387	37,54,478
12	Net earnings per cent. on capital outlay ...	8·18	0·84	0·72	2·55	4·05
13	Net earnings per cent. on paid up capital ...	...	0·61	0·69	...	...
14	Passenger train-miles No.	3,574,848	192,880	643,676	2,684,023	1,030,598
15	Goods train-miles	4,625,095	415,784	619,025	4,936,217	1,207,340
16	Total train-miles	8,199,943	608,664	1,262,701	7,620,240	2,237,938
17	Coaching earnings per passenger train-mile ... Rs.	4·13	2·82	2·51	3·34	3·29
18	Goods earnings per goods train-mile ... "	6·11	5·05	2·89	3·61	3·08
19	Gross earnings per train-mile	5·36	4·71	2·78	3·58	3·30
20	Working expenses per train-mile	1·73	3·81	2·36	2·25	1·62
21	Net earnings per train-mile	3·63	0·90	0·42	1·33	1·68
22	Cost of train staff per train-mile ... Annas	(d) 1·00	(f) 0·73	0·72	(n) 0·93	0·72
23	Average number of passengers in a passenger train	262·29	192·30	157·87	209·50	216·74
24	Average distance travelled by a passenger ... Miles	65·75	33·30	68·64	57·11	45·51
25	Average number of tons in a goods train ...	202·22	108·02	76·57	116·78	108·46
26	Average distance over which a ton of goods was hauled Miles	214·26	53·29	71·95	179·80	107·04
	Average number of vehicles. (excluding brake-vans)—					
27	In each passenger train	15·23	12·39	11·00	14·82	11·61
28	In each goods train	35·94	19·58	26·00	25·67	28·15
29	In each mixed train { Passenger carriages	16·79	6·48	7·00	9·37	7·51
	{ Goods vehicles	4·10	14·08	13·00	4·70	13·09
30	Number of passengers carried one mile ...	937,644,566	37,091,526	101,615,473	562,313,965	223,375,410
31	Number of tons of goods carried one mile ...	935,271,728	44,914,063	47,397,055	576,448,075	130,945,382
	Average cost of hauling for one mile—					
32	One passenger unit Pies	0·74	2·70	2·06	1·33	0·98
33	One ton of goods	1·96	7·33	6·69	4·00	3·18
	Average sum received for carrying for one mile—					
34	One passenger unit Pies	2·69	2·60	2·72	2·64	2·65
35	One ton of goods	5·80	8·98	7·24	5·93	5·45

(a) Excluding steamer service and suspense.
(b) Includes the Patna-Gya State railway.
(c) Includes 23·24 miles of the Eastern Bengal State railway and 1 mile of the Rajputana-Malwa railway worked over by the Company.
(d) Includes also the Tárakeshwar railway and Ásansol-Goikera section of the Bengal-Nágpur railway worked by the East Indian railway.
(e) Includes the Ásansol-Goikera section (147·66 miles) worked by the East Indian railway.
(f) Excludes the Ásansol-Goikera section worked by the East Indian railway.
(g) Includes the Bhopal-Ítársi railway, except as regards items 3, 4, 12 and 13.
(h) Includes 2·89 miles of the Rajputana-Malwa railway, 1 mile of the Oudh and Rohilkhand railway, and 15·30 miles of the East Indian railway worked over by the Indian Midland railway.
(i) This amount is made up as follows :—

Indian Midland railway	...	Rs.
Bhopal-Ítársi State railway	...	5,99,779
	...	—72,685
Total	...	5,27,114

(j) Includes the Amritsar-Patháńkot railway and Jammu and Kashmir railway (Natiye State Section), except as regards items 1, 3, 4, 11 and 12, and where otherwise stated.
N.B.—For information given under progressive numbers

No. 28.

Railways during the year ending the 31st December 1890.

Gauges.					HEADINGS.	Progressive No.
XXI. Eastern Bengal. (o)	XXXII. Great Indian Peninsula. (q)	XXXIII. Bombay, Baroda and Central India. (s)	XXXIV. Madras.	XIV. The Nizam's Guaranteed State. (v)		
763·90	1,446·74	460·90	839·30	(w) 350·67	Miles open on the 31st December 1890 ... Miles	1
757·58	1,444·62	460·90	839·30	353·77	Mean mileage worked during the year ... "	2
9,97,63,109	27,77,29,063	9,61,24,450	11,79,84,234	3,91,02,024	Total capital outlay (open line) ... Rs.	3
1,24,055	2,09,472	(t) 2,01,597	1,36,949	1,09,011	Total capital outlay per mile open (u) ... "	4
37,09,721	87,76,053	44,11,394	37,64,490	8,28,094	Coaching earnings ... "	5
67,41,067	2,89,38,849	82,90,012	53,56,233	16,83,446	Goods earnings ... "	6
1,14,78,382	3,81,45,242	1,29,40,371	95,06,134	25,81,999	Gross earnings ... "	7
271	508	540	218	140	Gross earnings per mean mile worked per week, excluding steam-boat earnings ... "	8
54,08,059	(r) 1,89,94,983	54,42,193	49,84,654	(x) 15,42,409	Working expenses ... "	9
47·12	49·80	42·06	52·44	59·74	Working expenses per cent. of gross earnings	10
60,70,323	1,91,50,259	74,98,178	45,21,480	10,39,580	Net earnings ... Rs.	11
6·08	6·90	7·86	3·83	2·76	Net earnings per cent. on capital outlay ...	12
...	7·06	7·83	3·82	2·74	Net earnings per cent. on paid up capital ...	13
1,276,267	3,189,448	1,260,420	1,118,095	255,880	Passenger train-miles ... No.	14
1,702,911	5,730,708	1,049,180	1,342,707	398,930	Goods train-miles ... "	15
2,979,178	8,420,156	2,309,600	2,460,802	654,810	Total train-miles ... "	16
2·91	2·75	3·50	3·37	3·24	Coaching earnings per passenger train-mile ... Rs.	17
3·96	5·05	7·90	3·99	4·22	Goods earnings per goods train-mile ... "	18
3·86	4·28	5·60	3·83	3·94	Gross earnings per train-mile ... "	19
1·82	2·13	2·35	2·02	2·35	Working expenses per train-mile ... "	20
2·04	2·15	3·25	1·84	1·59	Net earnings per train-mile ... "	21
(p) 0·64	1·32	(u) 0·54	0·62	0·70	Cost of train staff per train-mile ... Annas	22
181·98	165·39	225·65	361·89	237·88	Average number of passengers in a passenger train ...	23
29·49	42·80	20·48	38·53	55·58	Average distance travelled by a passenger ... Miles	24
83·68	109·59	174·34	100·14	111·59	Average number of tons in a goods train ...	25
121·62	234·55	157·33	112·57	115·72	Average distance over which a ton of goods was hauled ... Miles	26
					Average number of vehicles (excluding brake-vans)—	
14·36	13·00	11·36	11·38	11·76	In each passenger train ...	27
29·84	25·00	38·31	23·58	20·66	In each goods train ...	28
9·56	10·00	8·39	7·60	7·53	In each mixed train { Passenger carriages Goods vehicles }	29
10·87	7·00	11·37	13·21	12·56		
232,251,494	527,514,779	284,415,157	337,549,060	60,869,401	Number of passengers carried one mile ...	30
142,506,662	628,008,431	182,910,746	134,458,060	44,516,510	Number of tons of goods carried one mile ...	31
					Average cost of hauling for one mile—	
1·16	1·52	1·20	0·90	1·40	One passenger unit ... Pies	32
4·36	4·12	3·71	4·09	4·28	One ton of goods ... "	33
					Average sum received for carrying for one mile—	
2·72	2·69	2·64	1·85	2·33	One passenger unit ... Pies	34
9·08	8·85	8·70	7·65	7·26	One ton of goods ... "	35

(k) Includes 112·14 miles either temporarily closed or constructed, but not opened.

(l) Includes the Amritsar-Pathankot railway and the Jammu and Kashmir railway (Native State Section) and 13 miles of the East Indian railway and the Chenab Weir branch 7·48 miles worked over by the North Western railway.

(m) Includes rent of leased lines (Rs. 1,26,047).

(n) Includes the Rajpura-Bhatinda State railway.

(o) This system consists of the Eastern Bengal State railway, which is on the standard gauge, the Northern Bengal, Assam-Bihar, and Dacca State railways, which are on the metre gauge, and the Kaunia-Dharila State railway, which is on the 2' 6" gauge.

(p) Includes the Bengal Central railway.

(q) Includes the Dhond-Manmad, Khamsan, and Amravoti State railways, except as regards items 3, 4, 11, 12 and 13.

(r) Includes rent of leased lines (Rs. 3,40,723), but excludes charges incurred direct by the State on the branch lines.

(s) Includes the Patni Branch, except as regards items 12 and 13.

(t) Includes the State outlay on the Patni Branch (Rs. 8,08,405). Excluding this outlay, the cost per mile is Rs. 1,99,843.

(u) Includes the Gaekwar's Petlad railway.

(v) Includes the Bezvada extension, except as regards items 11, 12 and 13.

(w) Of this length, 3·10 miles are worked over twice by every train.

(x) Includes rent of leased line (Rs. 18,889).

1 to 11, 14 to 21, and 30 and 31, see also statements Nos. 18, 19, 15, 16, 26, 27, 39 and 17.

General results of the working of the 16 principal Indian

Progressive No.	HEADINGS.	Miles		
		III. Bengal and North- Western, including Tirhoot.	VIII. Rajputana-Malwa.	XI. Southern Mahratta. (d)
1	Miles open on the 31st December 1890 Miles	698.53	1,671.83	1,339.70
2	Mean mileage worked during the year "	670.75	1,671.83	1,309.22
3	Total capital outlay (open line) Rs.	(b) 4,82,66,432	13,00,07,510	10,78,06,584
4	Total capital outlay per mile open (a) "	65,200	74,880	78,408
5	Coaching earnings "	18,04,772	57,75,759	24,81,123
6	Goods earnings "	22,85,143	1,13,81,314	30,73,617
7	Gross earnings "	46,01,592	1,74,28,281	56,57,414
8	Gross earnings per mean mile worked per week, excluding steam-boat earnings.	121	200	83
9	Working expenses "	20,28,228	87,85,756	44,33,340
10	Working expenses per cent. of gross earnings...	44.08	50.41	78.36
11	Net earnings Rs.	25,73,364	86,42,525	12,24,074
12	Net earnings per cent. on capital outlay "	5.33	6.65	1.14
13	Net earnings per cent. on paid up capital "	...	...	1.11
14	Passenger train-miles No.	576,662	2,010,243	1,023,549
15	Goods train-miles "	821,826	3,237,587	1,241,952
16	Total train-miles "	1,398,488	5,247,830	2,265,501
17	Coaching earnings per passenger train-mile Rs.	3.13	2.87	2.42
18	Goods earnings per goods train-mile "	2.78	3.52	2.47
19	Gross earnings per train-mile "	3.29	3.32	2.50
20	Working expenses per train-mile "	1.45	1.67	1.96
21	Net earnings per train-mile "	1.84	1.65	0.54
22	Cost of train staff per train-mile Annas	0.55	(c) 0.61	0.54
23	Average number of passengers in a passenger train ...	288.50	232.33	165.66
24	Average distance travelled by a passenger Miles	36.15	54.55	41.65
25	Average number of tons in a goods train "	79.05	91.16	54.36
26	Average distance over which a ton of goods was hauled ... Miles	91.52	240.11	103.43
Average number of vehicles (excluding brake-vans) —				
27	In each passenger train "	26.00	12.29	7.84
28	In each goods train "	34.00	24.61	21.05
29	In each mixed train { Passenger carriages "	12.00	11.83	16.78
	{ Goods vehicles "	14.00	10.42	17.52
30	Number of passengers carried one mile "	166,367,413	467,041,490	169,563,194
31	Number of tons of goods carried one mile "	64,963,861	295,144,305	67,512,756
Average cost of hauling for one mile —				
32	One passenger unit Pies	0.69	0.94	1.84
33	One ton of goods "	3.04	3.93	7.38
Average sum received for carrying for one-mile —				
34	One passenger unit Pies	1.95	2.13	2.54
35	One ton of goods "	6.75	7.40	8.74

(a) Excluding steamer service and suspense.
(b) Excludes interest on capital during construction (Rs. 10,90,014).
(c) Includes the Gakwar's Mahratta State railway.
(d) Includes the Southern Mahratta railway, Mysore section.

N.B.—For information given under progressive numbers

No. 28—concl'd.

Railways during the year ending the 31st December 1890—concl'd.

GAUGE.			HEADINGS.	Progressive No.
XXVI. Burma. (e)	South Indian. (f)	LIII. Bhāvnagar-Gondal- Junāgar-Porbandar.		
556·00	662·46	(h) 329·16	Miles open on the 31st December 1890 Miles	1
554·40	662·46	333·25	Mean mileage worked during the year "	2
5,13,06,380	4,96,27,115	(h) 1,68,42,051	Total capital outlay (open line) Rs.	3
89,873	70,677	(h) 49,961	Total capital outlay per mile open (a) "	4
31,86,431	31,44,353	8,28,561	Coaching earnings "	5
22,19,785	29,00,575	7,05,468	Goods earnings "	6
54,71,432	61,84,474	15,71,788	Gross earnings "	7
190	180	91	Gross earnings per mean mile worked per week, excluding steam-boat earnings. "	8
31,23,241	35,53,525	9,71,521	Working expenses "	9
57·08	57·46	61·81	Working expenses per cent. of gross earnings "	10
23,48,191	26,30,949	6,00,267.	Net earnings Rs.	11
4·58	5·26	3·56	Net earnings per cent. on capital outlay "	12
...	5·33	...	Net earnings per cent. on paid up capital "	13
814,288	939,084	313,050	Passenger train-miles No.	14
783,686	1,291,291	248,246	Goods train-miles "	15
1,597,974	2,230,375	561,293	Total train-miles "	16
3·91	3·35	2·65	Coaching earnings per passenger train-mile Rs.	17
2·83	2·25	2·84	Goods earnings per goods train-mile "	18
3·42	2·77	2·80	Gross earnings per train-mile "	19
1·95	1·59	1·73	Working expenses per train-mile "	20
1·47	1·18	1·07	Net earnings per train-mile "	21
0·71	(g) 0·36	0·37	Cost of train staff per train-mile Annas	22
227·50	296·70	168·13	Average number of passengers in a passenger train "	23
35·37	34·59	39·62	Average distance travelled by a passenger Miles	24
87·74	60·25	62·88	Average number of tons in a goods train "	25
111·36	66·98	85·65	Average distance over which a ton of goods was hauled Miles	26
19·22	16·43	14·25	Average number of vehicles (excluding brake-vans)— In each passenger train "	27
47·90	18·08	29·73	In each goods train "	28
12·27	12·18	12·49	In each mixed train { Passenger carriages } { Goods vehicles }	29
16·72	12·50	7·38		
185,249,837	278,624,983	52,634,542	Number of passengers carried one mile "	30
68,764,153	77,804,618	15,609,115	Number of tons of goods carried one mile "	31
1·21	0·83	1·57	Average cost of hauling for one mile— One passenger unit Pies	32
5·27	5·05	5·87	One ton of goods "	33
3·13	2·07	2·84	Average sum received for carrying for one mile— One passenger unit Pies	34
6·20	7·16	8·68	One ton of goods "	35

(e) Includes the Toungoo-Mandalay extension.

(f) Includes the Pondicherry railway, except as regards items 3, 4, 12, and 13.

(g) Approximate. Includes the Nellore branch of the Villupuram-Guntakal railway.

(h) Excludes 4·50 miles of State mileage in dock estates and quarry lines constructed and maintained by the States themselves.

1 to 11, 14 to 21 and 30 and 31, see also statements Nos. 18, 19, 15, 16, 26, 27, 39 and 17.

STATEMENT No. 29.

Summary of the principal commodities carried and the receipts therefrom on all Railways during the year 1890, as compared with the year 1889 (details given in Appendix F.)

Classification No.	DESCRIPTION OF COMMODITY.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.		Classification No.
		1889.	1890.	1889.	1890.	Increase.	Decrease.	Increase.	Decrease.	
		(a)		(a)						
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I	Coal ...	2,098,435	2,487,920	82,01,880	85,38,592	389,485	...	3,36,712	...	I
II	Cotton, raw ...	627,793	641,213	1,15,34,535	1,13,55,300	13,420	...	...	1,79,235	II
III	Cotton twist and yarn ...	104,782	115,698	14,59,970	15,70,688	10,916	...	1,10,718	...	III
IV	Cotton piece-goods ...	240,076	245,750	57,95,115	55,40,303	5,674	...	...	2,54,812	IV
V	Drugs and chemicals ...	45,961	46,606	6,69,729	6,77,169	644	...	7,440	...	V
VI	Dyes and tans ...	140,046	135,790	17,54,323	15,65,127	...	4,256	...	1,89,196	VI
VII	Grains ...	4,087,668	4,234,999	2,82,50,008	2,71,73,398	147,331	...	...	10,76,610	VII
VIII	Hides and skins ...	114,781	110,136	15,10,162	12,98,594	...	4,645	...	2,11,568	VIII
IX	Horns... ..	10,652	16,402	95,107	1,18,024	5,750	...	22,917	...	IX
X	Jute ...	559,943	529,562	48,41,741	46,71,465	...	30,381	...	1,70,276	X
XI	Lac ...	17,207	21,778	2,11,757	2,56,049	4,571	...	44,292	...	XI
XII	Leather, manufactured ...	10,058	10,315	1,94,298	1,99,867	257	...	5,569	...	XII
XIII	Liquors ...	63,153	64,728	8,65,920	8,71,110	1,575	...	5,190	...	XIII
XIV	Metals ...	368,188	424,408	45,11,607	48,89,149	56,220	...	3,77,542	...	XIV
XV	Oils ...	157,359	201,787	18,05,151	21,83,655	44,428	...	3,78,504	...	XV
XVI	Oil-seeds ...	1,453,114	1,249,881	1,05,10,924	87,64,643	...	203,223	...	17,46,281	XVI
XVII	Opium ...	13,216	14,995	3,41,515	3,80,065	1,779	...	38,550	...	XVII
XVIII	Paper and paste-board ...	11,883	12,553	2,16,795	2,10,956	675	...	...	5,839	XVIII
XIX	Provisions ...	507,014	550,839	56,79,888	59,84,096	43,825	...	3,04,208	...	XIX
XX	Railway plant and rolling stock.	446,280	326,819	27,98,457	24,35,875	...	119,461	...	3,62,582	XX
XXI	Salt ...	1,197,527	1,216,777	72,86,200	77,00,419	19,250	...	4,14,219	...	XXI
XXII	Saltpetre ...	65,112	68,691	5,39,146	5,72,652	3,579	...	33,506	...	XXII
XXIII	Silk, raw ...	3,063	3,248	67,186	66,207	185	...	...	979	XXIII
XXIV	Silk piece-goods ...	1,209	919	27,019	23,742	...	290	...	3,277	XXIV
XXV	Spices ...	81,769	90,794	10,94,849	11,92,361	9,025	...	97,512	...	XXV
XXVI	Sugar ...	895,216	889,096	60,80,578	69,10,588	...	6,120	8,30,010	...	XXVI
XXVII	Stone and lime ...	508,760	702,737	13,37,194	17,57,917	193,977	...	4,20,753	...	XXVII
XXVIII	Tea ...	32,548	34,732	6,99,754	7,17,156	2,184	...	17,402	...	XXVIII
XXIX	Timber ...	528,694	678,092	19,37,210	22,83,733	149,398	...	3,46,523	...	XXIX
XXX	Tobacco ...	141,268	147,674	13,40,999	14,00,708	6,406	...	59,709	...	XXX
XXXI	Umbrellas ...	1,109	1,046	26,848	24,820	...	63	...	2,022	XXXI
XXXII	Wool ...	35,052	31,469	9,61,035	7,79,395	...	3,583	...	1,81,640	XXXII
XXXIII	All other articles of merchandise	1,228,911	1,271,167	93,62,043	98,18,465	42,256	...	4,56,422	...	XXXIII
	TOTAL ...	15,797,848	16,578,626	12,20,08,943	12,19,32,324	780,778	...	...	76,619	TOTAL.

(a) Corrected figures taken from Traffic Returns for 1890.

CHAPTER VIII.

Fares and Rates.

The table on pages 126 to 129 shows the ordinary passenger fares and goods rates in force on Indian railways on the 31st December 1890.

With certain exceptions, the Conference Regulations as revised by the Railway Conference of 1888 were generally introduced on all railways in India.

Particulars of the chief alterations in coaching fares and goods rates (with their equivalents in English money and weight, the rupee being taken as equal to 1s. 6d. and a ton as equal to 27·22 maunds) which have been made during 1890 are given below :

COACHING FARES.

Bengal and North-Western, including the Tirhoot State Railway.

2. The issue of four monthly return tickets between the Bengal and North-Western railway and the Indian Midland railway was introduced from the 1st September 1890.

Southern Mahratta Railway, including the Mysore section.

3. On and from 1st January 1890, the first and second class fares were reduced from 18 pies (1·688d.) and 9 pies (0·844d.) per mile to 12 pies (1·125d.) and 6 pies (0·563d.) per mile respectively. From the 1st October 1890 the third class fare between Hubli and Mysore was reduced from 2½ pies (0·234d.) to 2 pies (0·188d.) per mile. The same rate has been conceded over the entire system to troops travelling third class under warrant.

A general scale of fares for season tickets was introduced during the year.

North Western Railway.

4. From the 1st July 1890, first, second, and intermediate class passenger fares were altered from 12 pies (1·125d.) and 15 pies (1·406d.) first class, 6 pies (0·563d.) and 8 pies (0·750d.) second class, and 3 pies (0·281d.) 3½ pies (0·328d.) and 4 pies (0·375d.) intermediate class, per mile, respectively, to 12 pies (1·125d.), 6 pies (0·563d.), and 3 pies (0·281d.) per mile, respectively, irrespective of distance, and return fares at reduced rates were abolished. From the same date the coaching fares on the Sind-Pishin section were reduced from double to one and-a-half the ordinary main line fares on actual mileage.

Oudh and Rohilkhand Railway.

5. The passenger rates remained unaltered during the year. From the 1st January 1891, first, second, and third class fares were substituted for the upper and lower class fares hitherto in force.

The passenger fares now in force on the line are as follows :—

First class	...	...	...	12 pie (1·125d.) per mile.
Second class	...	...	...	6 „ (0·563d.) „ „
Intermediate class	...	...	...	4 „ (0·375d.) „ „
Third class	...	...	...	2½ „ (0·234d.) „ „

Bombay, Baroda and Central India, including the Rajputana-Mahwa State Railway.

6. First and second class fares from Bombay to Ferozepore Cantonment, 1,078 miles, and to Delhi, 888 miles, were altered as follows, with effect from the 1st October 1890, in consequence of reduction in fares on the North Western railway :—

To Ferozepore Cantonment—

		Rs.	a.	p.	£	s.	d.		Rs.	a.	p.	£	s.	d.	
1st class	...	From	71	3	0	(5	6	9)	to	67	7	0	(5	1	2)
2nd class	...	„	36	4	0	(2	14	5)	to	33	12	0	(2	10	8)

To Delhi—

		Rs.	a.	p.	£	s.	d.		Rs.	a.	p.	£	s.	d.	
1st class	...	From	56	7	0	(4	4	8)	to	55	10	0	(4	3	5)
2nd class	...	„	28	6	0	(2	2	7)	to	27	13	0	(2	1	9)

Other minor alterations in fares of troops, &c., were made owing to the Great Indian Peninsula and Indian Midland railways having quoted reduced rates *viâ* Itársi.

Madras Railway.

7. The fares in force from January to September were—first class 12 pies (1.125*d.*) per mile, second class 6 pies, (0.563*d.*), third class 2 pies (0.188*d.*) for mail and 1½ pies (0.141*d.*) for other trains. In October the third class mail fare was increased to 3 pies (0.281*d.*) per mile.

From 1st January 1890 the third class minimum fare by mail trains between Bangalore Cantonment and City and between Pódanúr and Coimbatore was reduced from 12 pies (1.125*d.*) to 6 pies (0.563*d.*).

Darjeeling-Himalayan Railway.

8. Six monthly return tickets were issued from the 1st January 1890 in through booking with the Eastern Bengal State railway system, East Indian and North Western railways in lieu of four monthly tickets.

Morvi Railway.

9. In order to accelerate mails and to reduce the load of trains, lower class fares by mail trains have been raised from 3.5 pies (0.328*d.*) to 3.75 pies (0.352*d.*) per mile, and those by mixed trains reduced to 3 pies (0.281*d.*) per mile.

A schedule of fares for the carriage of military passengers and luggage, &c., has been brought into force from the 1st April 1890.

GOODS RATES.

East Indian Railway.

10. The following alterations in goods rates may be noted :

A general rate of 3 annas (3.375*d.*) per wagon mile was introduced for ballast, kunkur, and pitching stone when carried for distances over 100 miles.

Adjustments were made early in the year in the charges for wheat, &c., owing to the competition between the Jubbulpore and Itársi routes for traffic between Cawnpore and Itársi and beyond.

Certain rates in excess of special class rates which had been imposed on special class traffic in order to minimize the effects of competition in diverting traffic were withdrawn with effect from the 1st January 1891.

The East Indian railway system of rates was partially applied in through-booking of coal to stations on the Oudh and Rohilkhand railway; the charge between the collieries and Moghal Sarai for stations on the Oudh and Rohilkhand railway, distant more than 600 miles from the collieries, being consequently reduced from ⅙th pie to ⅓th pie per maund (0.425*d.* to 0.365*d.* per ton).

The charge from Howrah for certain descriptions of iron and steel to Ali-garh, and to *viâ* Moghal Sarai for stations on the Oudh and Rohilkhand railway, Bareilly, and above, was reduced in consequence of the reduced charge quoted from Bombay.

The charge for wheat and seeds from Cawnpore to Calcutta was, from the 1st December, reduced from Rs. 61 (£ 4-11-6) to Rs. 48 (£ 3-12-0) per 100 maunds (3.674 tons)—that is, to Rs. 0-7-8 per maund (£ 0-19-7 per ton) to meet the reductions by the Itársi route to Bombay, which were as follows :

For wheat from Rs. 79-2-8 (£ 5-18-9) to	} ... per 100 maunds (3.674 tons.)
Rs. 67-3-0 (£ 5-0-9), and for seeds from	
Rs. 79-11-0 (£ 5-19-6) to Rs. 68-12-0	
(£ 5-3-2).	

From the same date the charge for wheat and seeds from Háthras to Howrah was also reduced from Rs. 55 (£ 4-2-6) to Rs. 53 (£ 3-19-6) per 100 maunds (3.674 tons)—that is, to Rs. 0-8-6 per maund (£ 1-1-8 per ton).

The Oudh and Rohilkhand railway having withdrawn a very low rate for salt from Khewra *viâ* Saháranpur, the rate for this article *viâ* Gháziabad to certain stations on the Allahabad and Dinapore districts was raised, and the rates to other stations reduced to equalize with the Oudh and Rohilkhand railway rates.

The Oudh and Rohilkhand railway having raised its rates for Sámbar salt, the East Indian railway charges from Agra to certain stations were also raised.

In order to further encourage the use of coal for manufacturing purposes, the charge for small coal was reduced 10 per cent.

The upwards rates for low priced jaggree and sugar (value under Rs. 8 per maund or (£ 16-6-8 per ton) from certain stations have been reduced.

There have also been reductions in the rates for kerosine oil.

From 1st December 1890 the goods tariff of the East Indian railway has been altered so as to show rates calculated per maund instead of per 100 maunds as previously. It may also be mentioned that during the year the East Indian railway classification was assimilated with that of the Great Indian Peninsula railway for many items in which the traffic is unimportant.

Bengal and North-Western, including the Tírhoot State Railway.

11. On the 1st August 1890, the rate for grain and seeds to and from stations between Tahsil Deoria, Naipálganj Road, Uska Bazar, and Ajodhya Ghát was increased to $\frac{1}{4}$ pie per maund (0·638*d.* per ton) per mile. This traffic having shown an increased tendency to go towards Cawnpore and Bombay, the higher rate brought a better return for the short distance it was carried. The rate of Rs. 17 (£ 1-5-6) per 100 maunds (3·674 tons) for rice between Uska Bazar and Ajodhya Ghát was, however, not increased.

From the 1st September 1890, a special through rate of $\frac{1}{6}$ th pie per maund (0·425*d.* per ton) per mile was, in conjunction with the East Indian railway, quoted for kerosine oil in consignments of 300 maunds (11·021 tons) booked from Howrah and Budge-Budge to stations on the Bengal and North-Western railway *viâ* Dígha Ghát. This rate, which was quoted to compete with river carriage and to foster the trade, has led to a considerable increase in traffic.

Bengal-Nágpur Railway.

12. From the 1st December 1890, the old rates for cotton and wool were considerably reduced, but it is too early as yet to say what effect the reduced rates have had on the traffic in these staples.

The rates for firewood and timber were also reduced in May, and since then there has been a marked increase in the traffic in these articles.

Southern Mahratta Railway, including the Mysore section.

13. With the consent of the Great Indian Peninsula Railway Company, certain reductions were made in the early part of 1890 in the rates for through-booking of goods traffic between Bombay and stations on the Southern Mahratta railway system.

A special concession has been made in favour of parcels of meat and vegetables between Belgaum and the stations of Vasco da Gama and Mormugão on the West of India Portuguese railway.

Reduced rates were allowed to be quoted for dates and coffee when booked to Bombay *viâ* Mormugao or Poona; also for the conveyance of carriages at owner's risk in goods vehicles attached to goods trains.

North Western Railway.

14. The following revised rates were introduced on the Sind-Pishin section during the year:—

Five annas (5·625*d.*) per wagon mile between Sibi and Quetta for firewood, subject to a minimum of 110 maunds (4·041 tons) per 10-ton wagon.

Ordinary (instead of double) rates for all descriptions of merchandise booked locally on the plateau, *i.e.*, between Kachh and Bostán, Bostán and Gulistán, and Gulistán and Kolpur.

Ordinary (instead of double) rates for all descriptions of merchandise booked in the downwards direction on the Sind-Pishin section.

Ghát charges to be levied only on the actual ghát distance run, *viz.*, 2 annas per maund (£ 0-5-1 per ton) below and 4 annas per maund (£ 0-10-2 per ton) above 50 miles.

Eastern Bengal State Railway.

15. In the goods rates the usual season alterations in the jute rates and some minor changes, which are not of sufficient importance to call for special remark, were made.

Bengal Central Railway.

16. Slight modifications were made in the through rates for betelnuts and piece-goods to keep abreast of competition by the river and canal routes.

The fish rates were revised and increased, the rates and conditions previously in force being unsuitable to the development of that traffic.

Nalháti State Railway.

17. With a view to attract river traffic, the through rate for grains, seeds, and salt between Howrah and Azínganj, and *vice versa*, was reduced from Rs. 21-14 (£ 1-12-10) to Rs. 18 (£ 1-7-0) per 100 maunds (3·674 tons), but without success, as the rate by boat and steamer is Rs. 12-8 (£ 0-18-9) per 100 maunds (3·674 tons).

Great Indian Peninsula Railway.

18. The following reductions in goods rates were made during the year :

Third class goods by—

3·8 pies (0·356*d.*) per ton per mile up to 400 miles.

2·0 „ (0·188*d.*) „ „ „ from 400 to 600 miles.

Fourth class goods by—

6·0 pies (0·563*d.*) per ton per mile up to 400 miles.

Fifth class goods by—

8·0 pies (0·750*d.*) per ton per mile up to 400 miles.

2·0 „ (0·188*d.*) „ „ „ from 400 to 600 miles.

Bombay, Baroda and Central India, including the Rajputana-Malwa State Railway.

19. Owing to modifications of rates introduced by the Great Indian Peninsula railway, the ordinary third and fourth class goods rates between Bombay and Cawnpore and *viâ* were altered, with effect from 1st January 1890, as follows :

		Rs.	a.	p.	£	s.	d.	Rs.	a.	p.	£	s.	d.
Third class per 100 maunds (3·674 tons) ...	From	339	9	4	(25	9	5)	to	314	9	4	(23	11 11)
Fourth class per 100 maunds (3·674 tons) ...	„	445	13	4	(33	8	9)	to	418	12	0	(31	8 2)

With effect from 1st April 1890, the rate for turpentine and spirits of turpentine in casks or cases, when booked from Bombay to Cawnpore and *viâ* Cawnpore, was reduced from Rs. 379-11-0 (£ 28-9-6) per 100 maunds (3·674 tons) to Rs. 326-0-8 (£ 24-9-1) when carried at owner's risk.

With effect from 1st July 1890, the rates for first and special class goods between *viâ* Háthras Road and Háthras City were reduced from 7 to 4 pies per maund (£ 0-1-6 to £ 0-0-10 per ton) in order to encourage traffic.

Other minor modifications of rates were made from time to time to keep pace with reductions introduced by the East Indian, Great Indian Peninsula, and Indian Midland railways.

Darjeeling-Himalayan Railway.

20. The revision in goods classification was brought into force on and from 1st July 1890 by the introduction of five classes in lieu of three classes of goods, with a view to assimilate tariff rates with those of the Eastern Bengal State and East Indian railways.

Morvi Railway.

21. Goods rates for several commodities, especially edible grains, have been reduced by 0·05 pies per maund (0·128*d.* per ton) per mile.

Rates, rules, and conditions for the carriage of dangerous articles were issued during May 1890.

Table showing ordinary Passenger fares and Goods rates

(The fares and rates shown in this table can be converted into

Serial No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
						Food grains.	Coal.	Per ton per mile.	Per maund per mile.
	State Lines worked by Companies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
I	EAST INDIAN	18'00	9'00	4'50	2'50	(a)	(b)	8'98	0'33
II	PATNA-GYA	Worked by	the East	Indian rail	way	...	...	...	...
III	{ TIRHOOT	18'00	9'00	4'50	1'75	{ (c) 6'80	{ (e) 5'44	8'98	0'33
	{ BENGAL AND NORTH-WEST-ERN.	15'00	9'00	4'00	2'00	{ (d) 7'62	{ (f) 6'80		
V	{ BAREILLY-PILIBHIT.	18'00	...	4'50	2'00	{ 3'54	{ 5'44	8'98	0'33
	{ BENGAL-NÁGPUR	18'00	8'00	3'00	2'50	{ to	{ to		
VI	{ INDIAN MIDLAND	12'00	6'00	(j) 3'00	(k)	{ 6'80	{ 5'44	8'98	0'33
	{ BHO PAL-ITÁRSI (BRITISH SECTION).	18'00	8'00	3'00	2'50	{ to	{ to		
VIII	RAJPUTANA-MALWA	15'00	8'00	3'00	2'00 to 2'25	(l)	(l)	9'53	0'35
X	DHOND-MANMÁD	Worked by	the Great	Indian Pen	insulae rail	way	...	...	...
XI	SOUTHERN MAHRATTA	12'00	6'00	...	{ (m) 2'00	6'80	6'80	8'98	0'33
XII	SOUTHERN MAHRATTA, MYSORE SECTION.				{ 2'50				
XIII	BEZVÁDA EXTENSION	Worked by	the Nizam's	Guaranteed	State rail	way	...	...	...
XVII	{ VILLUPURAM-GUNTAKAL—	12'00	4'00	...	2'00	(n) 8'98	(n) 8'38	(n) 8'98	(n) 0'33
	{ NELLORE-TIRUPATI SECTION.								
State Lines worked by the State.									
XVIII	NORTH WESTERN	12'00	6'00	3'00	{ 2'00, 2'25	{ (q) 3'54, 4'63	{ (r) 5'44, 8'98	8'98	0'33
XIX	AMRITSAR-PATHÁNKOT	Worked by	the Nor	th Western	railway	...	...		
XX	JAMMU AND KASHMIR (BRITISH SECTION).							...	...
XXI	{ OUDH AND ROHILKHAND	...	(s) 9'00	4'00	2'50	{ 4'63, 5'44	{ 4'63, 5'44	8'98	0'33
	{ LUCKNOW-SITAPUR-SERAMAU ... ..									{ & 6'80	{ & 6'80
XXII	{ EASTERN BENGAL	{ 18'00	9'00	{ 4'00	2'50	{ 2'72	{ 2'72	8'98	0'33
	{ BENGAL CENTRAL ... ..									{ to	{ to
XXIII	NALHÁTI	12'00	6'00	4'50	{ 3'00	4'08	4'08	8'98	0'33
XXIV	{ (t) 12'00	(t) 6'00	...	3'00	{ (u) 2'50	7'89	7'89	12'25	0'45
	{ 15'00								
XXV	WARDHA COAL	18'00	9'00	4'00	2'00	8'17	4'63	10'07	0'37
XXVI	CHERRA-COMPANYGANJ	(s) 27'00	...	...	3'00	{ (v) 17'69	{ 14'43	65'33	2'40
XXVII	JORHÁT	24'00	...	...	4'00	27'22	(y) 38'38	27'22	1'00
XXVIII	BURMA	15'00	6'00	...	3'00	7'89	7'89	12'25	0'45
XXIX	TOUNGGOO-MANDALAY								

(a) All stations except Howrah :
For first 100 miles 8'98 pies per ton per mile.
" extra distances over 100 up to 450 miles 4'63 " "
" extra distances above 450 miles 3'27 " "
(b) For distances under 100 miles 8'98 pies per ton per mile.
" of and over 100 and under 300 miles 6'80 " "
" " 300 " 600 " 4'63 " "
" over 600 miles 3'81 " "
" coal for State railways 2'72 " "
(c) For distances of and over 70 miles.
(d) For distances less than 70 miles.
(e) In bulk.
(f) In bags.
(g) For any distance over 100 miles in consignments not less than 200 maunds or 10'65 tons.
(h) For " not exceeding " "
(i) For consignments less than 200 maunds or 10'65 tons irrespective of distance " "
(j) From the 1st October 1890 for 3rd class by mail trains.
(k) { First 100 miles, 2'67.
Next " 2'50.
" 200 " 2'33.
Above 400 " 2'00.

in pies on Indian railways on the 31st December 1890.

English money at 1s. 6d. to the rupee by taking 1 pie = 0·094d).

(2) 9.53 pice per ton per mile for distances from 1 to 100 miles }
 6.90 " " " " " " 101 to 200 " }
 4.08 " " " " " " 201 to 400 " } When in consignments of 160 maunds or 5.88 tons and over.
 2.72 " " " " " " over 400 " }

(m) On the Hubli-Mysore section from the 1st October 1890.
 (n) On the excepted list. In truck loads of 162 maunds or 5.95 tons, 3 annas per mile, and of 270 maunds or 9.92 tons, 5 annas per mile.
 (o) Excepted goods.
 (p) Combustibles.
 (q) Special rates were in force for traffic to Kurrachee and Kiamari and on the Sind-Pishin section.
 (r) Special rates were in force for traffic from Kurrachee and Kiamari.
 (s) Upper class.
 (t) Between Calcutta and Kancharapara.
 (u) Between Dum-Dum and Dattapukur.
 (v) Special class rates A to D.
 (w) Rates for carriage of limestone on Komra siding.
 (x) Do. do do. on Don Roy's siding.
 (y) There is no fixed mileage rate for the carriage of coal. This rate is the average of the rates fixed for different stations.

Table showing ordinary Passenger fares and Goods rates

(The fares and rates in this table can be converted into English

Serial No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.		1st CLASS.	
						Food grains.	Coal.	Per ton per mile.	Per maund per mile.
	Lines worked by Guaranteed Companies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
XXXII	GREAT INDIAN PENINSULA ...	12-00	6-00	...	{ (a) 3-00 (b) 2-50	5-17 to 8-17	5-17	{ (c) 10-07 (d) 9-53 (e) 8-98	{ (c) 0-37 (d) 0-35 (e) 0-33
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA.	12-00	6-00	3-00	{ 2-25 to 2-50	{ (f) to 9-53	{ 2-72 to 9-53	10-89	0-40
XXXIV	MADRAS ...	12-00	6-00	...	{ 1-50 2-00 & 3-00	4-63 6-80 & 8-71	5-17 5-99 8-17 & 10-07	10-07	0-37
	SOUTH INDIAN ...	12-00	4-00	...	2-00	(g) 8-98	(g) 8-98	(g) 8-98	(g) 0-33
	Assisted Companies.								
XXXVI	TARAKESHWAR ...	12-00	6-00	4-50	3-00	(j)	(j)	(j)	(j)
XXXVII	DEOGHUR ...	24-00	...	...	6-00	...	...	...	...
XXVIII	ROHILKHAND-KUMAUN ...	35-00	...	15-00	3-11	6-80	5-44	8-98	0-33
XXXIX	DARJEELING-HIMALAYAN ...	72-00	36-00	15-00	...	63-97	38-38	81-66	3-00
XL	DIBRU-SADIYA ...	18-00	9-00	4-00	...	...	7-89	27-22	1-00
XLI	THATON-DUYINZAIK ...	24-00	12-00	6-00	...	40-01	...	...	...
	Lines owned by Native States and worked by Companies.								
XLII	KHAMGAON ...	} Worked by the Great Indian Peninsula railway				...	...	...	...
XLIII	AMRĀOTI ...					...	...	...	...
XLIV	BHOPAL-ITARSĪ (NATIVE STATE SECTION).	Worked by the Indian Midland railway				...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE	18-00	6-00	(a) 2-50	(b) 2-00	{ (k) 7-08 (l) 5-17 to 5-99	4-63	10-07	0-37
XLVI	THE GAEKWAR'S DABHOI ...	...	(m) 9-00	...	3-00	{ 2-72 (n) to 9-53	{ 2-72 to (n) 9-53	10-89	0-40
XLVII	THE GAEKWAR'S MEHSĀNA ...	...	8-00	...	2-25	(o) 6-80	9-53	9-53	0-35
XLVIII	THE GAEKWAR'S PETLĀD ...	12-00	6-00	3-00	2-25 to 2-50	(p) 7-89	10-89	10-89	0-40
	Lines owned by Native States and worked by State Railway agency.								
L	RĀJPURA-BHĀTĀNDA ...	12-00	6-00	3-00	{ 2-50 2-25 & 2-00	3-54 4-63, 5-44 & 6-80	5-44, 8-98 & 13-61	8-98	0-33
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	Worked by the North Western railway				...	...	...	...
	Lines owned and worked by Native States.								
LII	JODHPUR ...	18-00	6-00	...	2-00	10-89	...	21-78	0-80
LIII	BHĀVNĀGAR-GONDAL-JUNĀGARH-PORBANDAR.	12-00	6-00	...	2-75	7-08	{ 5-99 & 8-17	10-89	0-40
LIV	MORVI ...	12-00	(m) 9-00	(a) 3-75	(b) 3-00	9-53	...	10-89	0-40
	Foreign Lines.								
LVI	WEST OF INDIA PORTUGUESE ...	12-00	6-00	...	2-50	7-89	5-17	9-80	0-36
LVII	PONDICHERY ...	Worked by the South Indian railway				...	...	...	...

(a) By mail trains.
(b) By trains other than mail.
(c) For distances from 1 to 400 miles.
(d) " " " 401 to 600 "
(e) " " " above 600 "
(f) 9-53 pies per ton per mile for distances from 1 to 100 miles.
6-80 " " " " 101 to 200 "
4-08 " " " " 201 to 400 "
2-72 " " " " over 400 "
(g) On the excepted list. In truck loads of 162 maunds or 5-95 tons, three annas per mile, and of 270 maunds or 9-92 tons, five annas per mile.
(h) Excepted goods.

When in consignments of 160 maunds or 5-88 tons and over, including the mileage of the Gaekwar's Petlād railway.

No. 30—concl'd.

in pies on Indian railways on the 31st December 1890—concl'd.

money at 1s. 6d. by taking one rupee = 0·094d).

RATES.								RAILWAY.	Serial No.				
2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.							
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.						
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Lines worked by Guaranteed Companies.					
(c)14·15 (d)14·15 (e)13·61	(c)0·52 (d)0·52 (e)0·50	} 20·14	0·74 {	(c) 28·31 (d) 28·31 (e) 25·31	(c)1·04 (d)1·04 (e)0·93	(c)40·29 (d)40·29 (e)34·30	(c)1·48 (d)1·48 (e)1·26	} GREAT INDIAN PENINSULA ...	XXXII				
16·33	0·60			21·78	0·80	27·22	1·00			32·66	1·20	BOMBAY, BARODA AND CENTRAL INDIA.	XXXIII
13·61	0·50			17·97	0·66	23·95	0·88			36·20	1·33	MADRAS ...	XXXIV
(h) 13·61	(h)0·50	(i) 54·44	(i) 2·00	...	...	...	...	SOUTH INDIAN.					
								Assisted Companies.					
(j)	(j)	(j)	(j)	(j)	(j)	(j)	(j)	TÁRAKESHWAR ...	XXXVI				
...	...	...	...	...	...	...	...	DEOGHUR ...	XXXVII				
12·52	0·46	18·78	0·69	28·04	1·03	54·44	2·00	ROHILKHAND-KUMAUN ...	XXXVIII				
95·27	3·50	108·88	4·00	122·49	4·50	136·10	5·00	DARJEELING-HIMALAYAN ...	XXXIX				
54·44	2·00	81·66	3·00	...	...	...	...	DIBRU-SADIYA ...	XL				
...	...	...	...	...	...	...	...	THATÔN-DUYINZÁIK ...	XLI				
								Lines owned by Native States and worked by Companies.					
...	...	...	...	...	...	...	...	{ KHÁMGAON ...	XLII				
...	...	...	...	...	...	...	...						
...	...	...	...	...	...	...	...						
13·88	0·51	20·14	0·74	28·31	1·04	40·28	1·48	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	XLIV				
								THE NIZAM'S GUARANTEED STATE	XLV				
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	THE GAEKWAR'S DABHOI ...	XLVI				
14·43	0·53	19·05	0·70	23·14	0·85	27·22	1·00	THE GAEKWAR'S MEHSÁNA ...	XLVII				
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	THE GAEKWAR'S PETLÁD ...	XLVIII				
								Lines owned by Native States and worked by State Railway agency.					
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	RÁJPURA-BHÁTINDA ...	L				
...	...	...	...	...	...	...	...	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LI				
								Lines owned and worked by Native States.					
27·22	1·00	29·94	1·10	34·02	1·25	38·11	1·40	JODHPUR ...	LII				
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	LIII				
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	MORVI ...	LIV				
								Foreign Lines.					
13·88	0·51	23·68	0·87	33·75	1·24	47·91	1·76	WEST OF INDIA PORTUGUESE ...	LVI				
...	...	...	...	...	...	...	...	PONDICHERRY ...	LVII				

(i) Combustibles.
(j) Same as on the East Indian railway which works the line.
(k) Local.
(l) Through-booking.
(m) Upper class.
(n) 0·53 pies per ton per mile for distances from 1 to 100 miles.
6·80 " " " " " 101 to 200 "
4·08 " " " " " 201 to 400 "
2·72 " " " " " over 400 miles.
(o) This rate applies to consignments weighing 160 maunds or 5·88 tons and over.
(p) This rate applies to consignments weighing more than 160 maunds or 5·88 tons.

Fuel consumption.

The consumption of fuel on all railways during 1890 compares as follows with the consumption during 1889 :

STATEMENT No. 31.

Years.	COAL.			Coke.	Patent fuel.	Wood.
	English.	Indian.	TOTAL.			
1889	Tons. 224,776	Tons. 582,147	Tons. 806,923	Tons. 13,093	Tons. 24,560	Tons. 331,617
1890	203,578	641,443	845,021	13,386	* 18,594	* 318,731

2. The total consumption of coal during 1890 was greater by 4·72 per cent., but the quantity of English coal decreased by 9·43 per cent., while that of Indian coal rose by 10·18 per cent. The total consumption of coke increased by 2·23 per cent., and that of patent fuel and wood decreased by 24·29 and 3·88 per cent. respectively.

3. Particulars regarding the description of fuel in use on the principal lines, the average cost per ton, and the consumption per train-mile and per thousand gross ton-miles are given in the following table :

Serial No.	RAILWAY.	Gauge.	Description of fuel.	Total quantity consumed.	Average cost per ton.	PER TRAIN-MILE.		Consumption per 1,000 gross ton-miles during the first-half of 1890.
						Consumption.	Cost.	
				Tons.	Rs.	lbs.	As.	lbs.
State Lines worked by Companies.								
III	EAST INDIAN	Standard.	Bengal coal	(a) 196,252	1·92	52·55	0·72	144·07
	TIRHOOT	Metre.	Bengal coal	(b) 19,645	8·49	31·47	1·91	149·93
	BENGAL AND NORTH-WESTERN							
V	BENGAL-NAGPUR	Standard.	English, Bengal, Warora, and Umarial coal, but principally Warora coal.	(h) 16,262	7·45	59·85	3 18	213·79
VI	INDIAN MIDLAND	Standard.	Bengal and Umarial coal and wood ; a very small percentage of wood.	27,071	11·07	48·02	3·80	172·37
VIII	RAJPUTANA-MALWA	Metre.	English and Bengal coal and wood, but principally coal.	(b ¹) 67,606	21·13	28·63	4·32	143·69
XI	SOUTHERN MAHRATTA	Metre.	English and Singareni coal and wood, but principally wood	†		†		
XII	SOUTHERN MAHRATTA, MYSORE SECTION.			84,537	6·13	83·59	3·66	557·00
State Lines worked by the State.								
XVII	NORTH WESTERN	Standard.	English, Bengal, Khost, and Dandot coal ; also patent fuel and wood.	† 157,067	13·34	† 45·31	4·32	† 149·82
XX	ODDH AND ROHILKHAND	Standard.	Bengal coal	(c) 40,512	7·57	40·55	2·19	147·02
XXI	EASTERN BENGAL	{ Standard. Metre. 2' 6"	Bengal coal	(d) 60,318	4·90	41·28	1·45	197·01
XXVI	BURMA	Metre.	Bengal coal, patent fuel, and wood, but principally patent fuel.	20,416	19·18	28·62	3·92	112·26
XXVII	TOUNGGOO-MANDALAY							
Lines worked by Guaranteed Companies.								
XXXII	GREAT INDIAN PENINSULA	Standard.	English, Warora, Umarial, Mohpani, and Singareni coal and wood, but principally English and Warora coal.	213,453	11·77	53·60	4·51	181·41
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA	Standard.	English coal and wood ; a very small percentage of the latter.	(e) 41,277	17·54	39·86	4·99	117·89
XXXIV	MADRAS	Standard.	English, Barakar, Singareni, and Japanese coal, wood, and patent fuel, but principally wood.	e ¹ † 124,858	5·25	† 113·65	4·26	† 401·79
	SOUTH INDIAN	Metre.	English, Australian, and Indian coal, patent fuel, and wood, but principally coal.	(f) 29,519	17·27	29·65	3·66	181·92
Lines owned by Native States and worked by Companies.								
XLV	THE NIZAM'S GUARANTEED STATE	Standard.	Singareni coal	(g) 18,149	6·18	62·08	2·74	216·05
Lines owned and worked by Native States.								
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	Metre.	Cardiff and West Hartly coal and wood, but principally coal.	(i) 5,516	26·43	22·01	4·16	141·30

Average lead of fuel from source of supply	(a)	226·75 miles.	(e ¹)	Wood 30 miles.
	(b)	About 200 miles.		Coal 31 miles.
	(b ¹)	English coal 225·76 miles.	(f)	Patent fuel 117 miles.
	(c)	Bengal coal 803·59 miles.		Wood 64 miles.
	(d)	519 miles.	(g)	Coal 49 miles.
		113 miles.	(h)	161 miles.
		Wood 171·41 miles.	(i)	289·3 miles.
		Coal 287·50 miles.		95 miles.

* Approximate for South Indian railway. Revenue Account for 2nd-half of 1890 not received.
† In terms of wood.
‡ In terms of Bengal coal.

East Indian Railway.

4. All the coal used on the East Indian railway and on the lines worked by it was obtained from the Kurhurbaree and Serampore collieries.

The approximate cost of the coal for the year was Rs. 1-11-3 per ton at the collieries.

Foundry coke continues to give satisfaction. A trial is being made with coke for locomotive purposes.

Bengal and North-Western, including the Tirhoot State Railway.

5. Kurhurbaree coal supplied by the Bengal Coal Company from their collieries at Giridih was used during the year. The rate was Rs. 3-8 and Rs. 3 per ton delivered in wagons at Giridih.

Wood fuel has been used on engines running on the Uska branch with satisfactory results, and it is proposed to use it on the section west of Gorakhpur.

Bengal-Nagpur Railway.

6. Warora coal has been used for almost the whole of the year. But now that the main line is opened to Asansol, Bengal coal can be delivered all along the line. This latter coal is cheaper and of a superior quality to the Warora coal, and arrangements have been made to use it exclusively for the future over the whole of the main line.

Indian Midland Railway.

7. Coal from the following sources was used on the line during the year :

Khooldral coal from the Bengal Coal Company, at Rs. 3-8 per ton delivered in wagons at Giridih; Alipore coal from the Alipore Coal Company, at Rs. 2 per ton delivered in wagons at Giridih; Umaria coal from the Umaria colliery, at Rs. 4-12 per ton delivered in wagons at the pit's mouth.

Of the two former the consumption during the 12 months was small, as, owing to the opening of the line from Manikpur, it was found more economical to use Umaria coal.

Rajputana-Malwa State Railway.

8. The following varieties of coal were used on the line :

English—delivered at Sabarmati, at Rs. 27 per ton.

English—delivered at Khandwa, at Rs. 31 per ton.

Bengal—Kurhurbaree steam coal supplied by the Raneegunge Coal Company, delivered at Giridih on the East Indian railway in wagons, at Rs. 2-12 per ton.

Khoaldeah steam coal, supplied by the Bengal Coal Company, delivered at Giridih in wagons, at Rs. 3 per ton.

Rubble coal, delivered at Giridih in wagons, at Rs. 2-4 per ton by the Bengal Coal Company, and at Rs. 2-5 per ton by the Raneegunge Coal Company.

Southern Mahratta Railway, including the Mysore section.

9. As usual, the supplies of wood fuel on this railway have been principally drawn from the Kanara and Mysore Forest Departments, supplemented, however, by coal obtained from England and from the Singareni coal fields.

Arrangements are now being made with a view to a more extensive use of Singareni coal.

Details of the cost of the several kinds of fuel used on the line are given below :

Firewood obtained from the Kanara Forests.	Purchase rate paid to the Forest Department, Rs. 4-4 per ton. Total quantity used 37,054 tons.
Firewood obtained locally at Khanapur.	Purchase rate paid to contractor, Rs. 4 per ton. Average cost of firewood obtained from the contractors at Southern Mahratta railway stations, including purchase rate, freight, and handling charges, Rs. 5-8-5 per ton. Total quantity used 3,150 tons.
Firewood obtained from the Forest Department, Kurnool district, for the Bellary-Kistna section.	Average purchase rate Rs. 5-5-6 per ton. Total quantity used 2,440 tons.
Firewood obtained locally for the Mysore section.	Average purchase rate paid to the contractors, Rs. 7-8-6 per ton. Total quantity used 20,480 tons.
English coal used on the Southern Mahratta railway proper.	Average issue rate for the year, exclusive of freight charges over home line, Rs. 28-14 per ton. Total quantity used 5,887 tons.
Singareni coal used on the Southern Mahratta railway proper.	Purchase rate loaded in wagons at collieries, Rs. 7-8 per ton. Total quantity used 163 tons.

North Western Railway.

10. The fuel used during the year on the different sections of the North Western railway was obtained from the following sources :

- Wood from the Forest Department in Sind at rates ranging from Rs. 32 to Rs. 48 per 1,000 c.ft. delivered at railway stations on the Sind section.
- Wood from the Bahawalpur State forests, at Rs. 40-8 per 1,000 c.ft., delivered at railway stations between Mooltan and Reti.
- Wood from the Forest Department in the Punjab at rates varying from Rs. 50 to Rs. 57 per 1,000 c.ft. delivered at railway stations between Lahore and Mooltan.
- English coal at Rs. 19 to Rs. 20 per ton delivered at Kurrachee.
- Coal from the Khost colliery, on the Sind-Pishin section, at Rs. 15 per ton delivered at Khost.
- Coal from the Dandot colliery on the Sind-Sagar branch, at Rs. 10 to Rs. 13 per ton delivered at Kalapani.
- Bengal coal at Rs. 3 to Rs. 3-4 per ton delivered in trucks at Giridih.

Oudh and Rohilkhand Railway.

11. The coal used during the year on the Oudh and Rohilkhand railway was obtained from the following sources :

- Dhadka coal supplied by the new Beerbhoom Coal Company at Rs. 3 per ton delivered in wagons at Asansol.
- Kurhurbaree coal supplied by the Bengal Coal Company at Rs. 3 per ton delivered in wagons at Giridih.

At the desire of the Government of India experiments were conducted during the year with coal from the Daltonganj coal field.

Eastern Bengal State Railway, including the Bengal Central Railway.

12. The coal used during the year on the different sections of the Eastern Bengal State railway was obtained from the following sources :

On the Eastern, Southern, Central, and Dacca sections : Barákar coal supplied by the Bengal Coal Company, at Rs. 2-15 per ton, delivered in wagons at Barákar.

On the Northern and Behar sections : Seebpur coal, supplied by Messrs. S. K. Daw & Co., at Rs. 2-12 per ton, delivered in wagons at Asansol.

For smithy purposes : Makum coal, supplied by the Assam Railways and Trading Company, at Rs. 12-8 per ton, delivered in wagons at Goalundo.

Difficulties having been experienced during the current year in the transport of the Barákar coal to Náráyanganj and Dhubri for use on the Dacca section and Dhubri service, it has been decided to use the Makum coal there again.

Burma State Railway, including the Toungoo-Mandalay extension.

13. During the year experiments have been tried with various kinds of fuel, including patent fuel and two kinds of Bengal coal, Sanctoria and Kurhurbaree, as well as locally supplied wood fuel. At the rates of freight hitherto obtainable for Bengal coal from Calcutta, it is questionable whether this coal is as economical as patent fuel from England. Competition is, however, inducing lower freight charges, which will probably result in the adoption of Bengal coal in preference to patent fuel until such time as home shipping charges and exchange improve, or good coal can be procured in Burma within easy access of the line. Wood fuel would appear to promise well on the upper portions of the line, and will probably be more generally used in the future if the proposal made by the Forest Department to tax all wood fuel used by the railway or on river steamers be negatived by the Government.

Great Indian Peninsula Railway.

14. The coal consumption of the year has been—

						Tons.
English	...	...	...	...	...	69,750
Warora	...	...	...	...	...	63,080
Umaria	...	...	...	...	...	27,974
Singareni	...	...	...	...	...	46,214
Mohpani	...	...	...	...	...	5,691
Total						212,709

and the prices paid for coal received during the year—

English coal	...	Rs.	17	14	2	per ton delivered in Bombay.
Warora „	...	„	4	9	10	„ „ at pit's mouth.
Umaria „	...	„	5	8	0	„ „ „ „
Singareni „	...	„	6	0	0	„ „ „ „
Mohpani „	...	„	8	6	0	„ „ „ „

There was also a small consumption of wood, 2,233 tons, at an average cost of Rs. 5-4-0 per ton.

Bombay, Baroda and Central India Railway.

15. The coal used on the line from Bombay to Ahmedabad was obtained from England, and comprised the following varieties :

		Rs.	A.	P.	
Ferndale	...Cost	17	10	10	} per ton delivered in Bombay.
Nixon's Navigation	...	17	5	3	
Powell Duffryn	...	17	2	2	
Davidson's West Hartley	...	15	10	11	
Taylor's Merthyr	...	16	12	2	
Albion Merthyr	...	18	11	7	

Madras Railway.

16. Firewood was used during the year by all locomotives working between Jalárpét and Bangalore, Jalárpét and Calicut, and Arkónam and Cuddapah. Wood has also been burnt by the goods engines between Madras and Jalárpét and Rénigunta. The chief fuel, other than wood, hitherto used on the railway has been patent fuel imported from England. During the past year, however, 2,000 tons of Barákar, 3,500 tons of Japanese, and a small quantity of Singareni coal were purchased. The use of the last has been attended with considerable advantage, and it is hoped that a large portion of the fuel supply of this railway may in future be drawn from the Singareni coal fields.

All these coals are found to contain a large quantity of ashes, but with care this causes no great inconvenience. On the whole the Singareni coal burns the most freely of the three, and makes by far the least smoke. The Japanese coal is very dirty, and emits a heavy black and very sulphurous pungent smoke. This coal also crumbles greatly after exposure to the weather.

The cost of the several kinds of fuel was—

		Rs.	A.	P.	
Wood from Rs. 3-7-0 to	7	4	0	0	} Per ton delivered and stacked in the several locomotive fuel depôts.
Wood, average	...	5	0	3	
Patent fuel	...	28	15	8	} Per ton delivered in the locomotive yard at Madras.
Barákar coal	...	17	13	8	
Japanese coal	...	17	1	6	
Singareni coal	...	16	0	0	} Per ton delivered in the locomotive yard at Raichúr. According to latest advices, the cost of Singareni coal per ton delivered in trucks is Rs. 14-12 at Madras and Rs. 13-11 at Raichúr.

South Indian Railway.

17. The fuel used during the past year comprised coal, patent fuel, and firewood. South of Cuddalore and on the Erode branch firewood was used until the supply fell short, when coal was burnt. Patent fuel was for the first time imported from England, and a further supply of 1,700 tons was obtained from the French Government. Barákar and Singareni coal were also tried during the year.

The average cost of the various kinds of fuel was as follows :

				Rs.	A.	P.	
Indian coal	...	...	...	16	10	0	per ton.
English coal	...	...	...	18	10	0	"
Patent fuel	...	...	...	14	6	0	"
Firewood	...	...	...	4	9	9	"

Bhárnagar-Gondal-Junágarh-Porbandar Railway.

18. English coal was used entirely for locomotive purposes. Its average cost during the year was Rs. 26·43 per ton against Rs. 29·73 in the previous year.

CHAPTER X.

Persons employed.

On pages 136 to 139 detailed information is given regarding the number of persons of all races employed on open lines. This may be summarised thus:

Year ending	NUMBER OF EMPLOYÉS.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
31st December 1889 ...	4,769	5,525	227,923	238,217	(a) 15,761½	2,250
31st December 1890 ...	4,607	5,673	252,413	262,693	(b) 16,353¼	2,317

It will be seen that Natives form 96·09 per cent. of the entire body of servants. Under the head of Europeans there was a decrease of 3·40 per cent., under East Indians an increase of 2·68 per cent., and under Natives an increase of 10·74 per cent.

2. The percentage of casualties amongst Europeans and East Indians from various causes is given below for the years ending the 31st December 1889 and the 31st December 1890 :

				1889.		1890.	
				Europeans.	East Indians.	Europeans.	East Indians.
Death	...	...	...	2·11	0·78	1·75	0·73
Resignation and discharge	...	...	...	14·15	17·00	12·68	14·74
Dismissal	...	...	...	3·37	4·85	2·82	4·23
TOTAL				19·63	22·63	17·25	19·70

(a) Excludes the Deoghur railway (4½ miles) and the West of India Portuguese railway (61 miles).

(b) Excludes the West of India Portuguese railway (61 miles).

STATEMENT

Numerical return of servants of all races employed on

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAY-MASTER'S, STORES, MEDICAL, BARBAC, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.				TRAFFIC AND TELEGRAPH DEPARTMENTS.				ENGINEER'S DEPARTMENT.			
		Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.
	State Lines worked by Companies.												
I	EAST INDIAN (a) ...	76	28	2,478	2,582	365	221	10,813	11,399	71	31	13,714	13,816
II	PATNA-GYA ...	Included with the East Indian railway				...	...	...	...	...	...	...	...
III	TIRHOOT ...	4	5	424	433	42	75	2,310	2,427	8	7	2,118	2,133
	BENGAL AND NORTH-WESTERN												
	BAREILLY-PILIBHIT ...	Included with the Rohilkhand-Kumaun railway				...	...	...	...	...	...	...	
V	BENGAL-NAGPUR ...	17	43	504	564	20	35	512	567	18	20	22,310	22,348
VI	INDIAN MIDLAND (b) ...	20	24	352	396	30	38	1,005	1,073	29	6	5,242	5,277
VII	BHOPAL-ITARSI (BRITISH SECTION).	Included with the Indian Midland railway				...	...	...	...	...	...	...	...
VIII	RAJPUTANA-MALWA (c) ...	24	40	1,402	1,466	113	136	3,923	4,172	32	23	7,035	7,090
X	DHOND-MANMAD ...	Included with the Great Indian Peninsula railway				...	...	...	...	...	...	...	...
XI	SOUTHERN MAHRATTA (d) ...	19	48	994	1,061	44	171	2,485	2,700	23	41	4,417	4,481
XII	SOUTHERN MAHRATTA, MYSORE SECTION.	Included with the Southern Mahratta railway				...	...	...	...	...	...	...	...
XIII	BEZVADA EXTENSION ...	Included with the Nizam's Guaranteed State railway				...	...	...	...	...	...	...	...
	VILLUPURAM-GUNTAKAL ...	Included with the South Indian railway				...	...	...	...	...	...	...	...
	State Lines worked by the State.												
XVII	NORTH WESTERN (e) ...	27	17	1,498	1,542	242	216	7,201	7,659	99	43	16,471	16,613
XVIII	AMRITSAR-PATHANKOT ...	Included with the North Western railway				...	...	...	...	...	...	...	...
XIX	JAMMU AND KASHMIR (BRITISH SECTION).	Included with the North Western railway				...	...	...	...	...	...	...	...
XX	ODDH AND ROHILKHAND ...	19	38	701	758	57	60	2,475	2,592	12	22	4,033	4,067
	LUCKNOW-SITAPUR-SERAMAU ...	...	...	...	...	2	3	181	186	...	...	...	...
XXI	EASTERN BENGAL (f) ...	18	13	901	932	86	144	3,795	4,025	23	15	6,387	6,425
XXII	BENGAL CENTRAL ...	2	...	18	20	Included with the Eastern Bengal State railway.			...	1	1	558	560
XXIII	NALHATI ...	...	...	13	13	...	...	27	27	...	...	65	65
	WARDHA COAL ...	3	6	59	68	...	5	70	75	...	...	181	181
XXIV	CHERRA-COMPANYGANJ ...	...	...	3	3	...	...	17	17	...	...	15	15
XXV	JORHAT ...	1	...	19	20	1	...	83	84	...	...	46	46
XXVI	BURMA (j) ...	16	27	150	(k) 193	4	158	960	1,122	13	34	3,208	3,255
XXVII	TOUNGGOO-MANDALAY ...	Included with the Burma State railway				...	...	...	...	...	...	...	...
	Lines worked by Guaranteed Companies.												
XXXII	GREAT INDIAN PENINSULA (l) ...	40	42	1,252	1,334	370	213	6,819	7,402	79	25	17,383	17,487
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA.	27	50	914	991	16	20	2,594	2,630	21	...	2,975	2,996
XXXIV	MADRAS ...	19	52	827	898	91	476	3,339	3,906	21	134	4,466	4,621
	SOUTH INDIAN (m) ...	8	25	377	410	10	71	2,532	2,613	21	76	4,000	4,097
	CARRIED OVER ...	340	458	12,886	13,684	1,493	2,042	51,141	54,676	471	478	114,624	115,573

(a) Includes the Patna-Gya and Tarakeswar railways.

(b) Includes the Bhopal-Itarsi railway.

(c) Includes the Gaekwar's Mehsana railway. The figures of the Rajputana-Malwa railway for Agency and General Traffic Manager's Office are included in the return for the Bombay, Baroda and Central India railway.

(d) Includes the Southern Mahratta railway, Mysore section.

(e) Includes the Amritsar-Pathankot, Rajpura-Bhatinda, and Jammu and Kashmir railways.

(f) Includes 112.16 miles either temporarily closed or constructed, but not opened.

(g) Includes flag stations.

No. 32.

the open lines of railway in India on the 31st December 1890.

LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM-BOAT ESTABLISHMENTS.				TOTAL.				Number of miles open. (See also statement No. 18, page 91).	Number of stations.	RAILWAY.	Serial No.
Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.				
* State Lines worked by Companies.											
391	239	8,875	9,505	903	519	35,880	37,302	1,605	189	EAST INDIAN (a) ...	I
...	...	...	...	...	...	...	...	(57½)	...	PATNA-GYA ...	II
38	30	1,629	1,697	92	117	6,481	6,690	698½	113	TIRHOOT ...	III
...	...	...	...	...	...	...	...	(36)	...	BENGAL AND NORTH-WESTERN	
...	...	...	...	...	...	...	...	(36)	...	BAREILLY-PILIBHIT.	
56	62	1,476	1,594	111	160	24,802	25,073	586	44	BENGAL-NÁGPUR ...	V
83	84	1,610	1,777	162	152	8,209	8,523	784½	72	INDIAN MIDLAND (b) ...	VI
...	...	...	...	...	...	...	...	(13)	...	BHOPAL-ITÁRSI (BRITISH SECTION).	VII
218	288	5,705	6,211	387	487	18,065	18,939	1,699½	236	RAJPUTANA-MALWA (c) ...	VIII
...	...	...	...	...	...	...	...	(145½)	...	DHOND-MANMÁD ...	X
84	269	2,561	2,914	170	529	10,457	11,156	1,339½	179	SOUTHERN MAHRATTA (d) ...	XI
...	...	...	...	...	...	...	...	(296)	...	SOUTHERN MAHRATTA, MYSORE SECTION.	XII
...	...	...	...	...	...	...	...	(21½)	...	BEZVÁDA EXTENSION ...	XIII
...	...	...	...	...	...	...	...	(125½)	...	VILLUPURAM-GUNTAKAL.	
State Lines worked by the State.											
435	174	13,104	13,713	803	450	38,274	39,527	(f) 2,589½	(g) 319	NORTH WESTERN (e) ...	XVII
...	...	...	...	...	...	...	...	(64½)	...	AMRITSAR-PATHÁNKOT ...	XVIII
...	...	...	...	...	...	...	...	(8½)	...	JAMMU AND KASHMIR (BRITISH SECTION).	XIX
60	19	3,430	3,509	148	139	10,639	10,926	692½	104	ODDH AND ROHILKHAND ...	XX
1	1	125	127	3	4	306	313	104½	16	LUCKNOW-SITAPUR-SERÁMAU ...	
125	66	4,048	4,239	252	238	15,131	15,621	888½	176	EASTERN BENGAL (h) ...	XXI
Included	with the	Eastern	Bengal	3	1	576	580	(125)	25	BENGAL CENTRAL ...	XXII
...	1	33	34	...	1	138	139	27½	7	NALHÁTI ...	XXIII
(i) 8	(i) 13	(i) 616	(i) 637	11	24	926	961	45	4	WARDHA COAL.	
...	1	14	15	...	1	49	50	7½	3	CHERRA-COMPANYGANJ ...	XXIV
...	...	25	25	2	...	173	175	28½	6	JORHÁT ...	XXV
48	74	1,496	1,618	81	293	5,814	6,188	556	89	BURMA (j) ...	XXVI
...	...	...	...	...	...	...	...	(220)	...	TOUNGGOO-MANDALAY ...	XXVII
Lines worked by Guaranteed Companies.											
389	303	10,316	11,008	878	583	35,770	37,231	1,446½	203	GREAT INDIAN PENINSULA (l) ...	XXXII
83	43	2,419	2,545	147	113	8,902	9,162	461	84	BOMBAY, BARODA AND CENTRAL INDIA	XXXIII
84	454	3,894	4,432	215	1,116	12,526	13,857	839½	133	MADRAS ...	XXXIV
41	359	3,335	3,735	80	531	10,244	10,855	787½	119	SOUTH INDIAN. (m)	
2,144	2,480	64,711	69,335	4,448	5,458	243,362	253,268	(n) 15,137½	(o) 2,121	CARRIED OVER.	

(h) Includes the figures for the Bengal Central railway (excluding Agency and Engineer's department).
(i) Includes the Colliery establishment.
(j) Includes the Tounggoo-Mandalay extension.
(k) Excludes the Police, which is under the control of the Inspector General of Police, Burma.
(l) Includes the Dhond-Manmád, Khamgáon, and Amráoti State railways.
(m) Includes the Villupuram-Guntakal and Pondicherry railways.
(n) Mileages shown within brackets have not been included in the total.
(o) Excludes the figures for the Bengal Central railway, which are included with the Eastern Bengal State railway.

STATEMENT

Numerical return of servants of all races employed on

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAY-MASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.				TRAFFIC AND TELEGRAPH DEPARTMENTS.				ENGINEER'S DEPARTMENT.			
		Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.
	BROUGHT FORWARD	340	458	12,886	13,684	1,493	2,042	51,141	54,676	471	478	114,624	115,573
	Assisted Companies.												
XXXVI	TARAKESHWAR	Included	d with	the East	Indian railway	...	...	...	...	...	...	...	...
XXXVII	DEOGHUR	...	...	...	...	...	...	11	11	...	...	28	26
XXXVIII	ROHILKHAND-KUMAON (a)	7	1	72	80	7	1	312	320	...	1	372	373
XXXIX	DARJEELING-HIMALAYAN	5	1	30	36	6	2	138	146	3	3	251	257
XL	DIBRU-SADIYA	5	1	78	84	1	1	124	126	1	2	7	10
XLI	THATON-DUYINZAR	...	1	5	6	...	1	30	31	...	...	6	6
	Lines owned by Native States and worked by Companies.												
XLII	KHAMGAON	Included with the Great Indian Peninsula railway				...	...	...	...	...	...	...	...
XLIII	AMRÁOTI					...	...	...	...	...	...	...	...
XLIV	BHOPAL-ITARSI (NATIVE STATE SECTION.)	Included with the Indian Midland railway				...	...	...	...	...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE (b)	10	15	336	361	5	66	510	581	8	19	1,694	1,721
XLVI	THE GAEKWAR'S DABHOI	...	...	14	14	...	...	53	53	1	...	145	146
XLVII	THE GAEKWAR'S MEHSANA	Included with the Rajputana-Malwa railway				...	...	...	...	...	...	...	...
XLVIII	THE GAEKWAR'S PETLAD	...	...	...	...	...	...	26	26	2	...	12	14
	Lines owned by Native States and worked by State Railway agency.												
L	RÁJPURA-BHÁTINDA	Included with the North Western railway				...	...	...	...	...	...	...	...
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	Included with the North Western railway				...	...	...	...	...	...	...	...
	Lines owned and worked by Native States.												
LII	JODHPUR	1	...	51	52	...	...	105	105	...	...	250	250
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	4	7	240	251	2	8	471	481	4	2	1,360	1,366
LIV	MORVI	1	1	76	78	...	...	180	180	1	...	270	271
	Foreign Lines.												
LVI	WEST OF INDIA PORTUGUESE	Information not furnished				...	...	...	...	...	...	...	...
LVII	PONDICHERY	Included with the South Indian railway				...	...	...	...	...	...	...	...
	Total of all Railways.	373	485	13,788	14,646	1,514	2,121	53,101	56,736	491	505	119,017	120,013

(a) Includes the Bareilly-Pilibhit State railway.
(b) Includes the Bezwada extension.

No. 32—concl'd.

the open lines of railway in India on the 31st December 1890—concl'd.

LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM-BOAT ESTABLISHMENTS.				TOTAL.				Number of miles open. (See also statement No. 16, page 91).	Number of stations.	RAILWAY.	Serial No.
Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.				
2,144	2,480	64,711	69,335	4,448	5,458	243,362	253,268	15,137½	2,121	BROUGHT FORWARD.	
										Assisted Companies.	
...	...	...	...	...	...	...	...	(22½)	...	TÁRAKESHWAR ...	XXXVI
...	1	14	15	...	1	51	52	4½	1	DEOGHUR ...	XXXVII
5	...	152	157	19	3	908	930	91	16	ROHILKHAND-KUMAUN (a) ...	XXXVIII
11	3	137	151	25	9	556	590	51	11	DARJEELING-HIMALAYAN ...	XXXIX
1	4	64	69	8	8	273	289	78	29	DIBRU SADIYA ...	XL
...	...	12	12	...	2	53	55	8	2	THATÓN-DUYINZÁIK ...	XLI
										Lines owned by Native States and worked by Companies.	
...	...	...	...	...	...	...	...	(7½)	...	KHÁNGAON ...	XLII
...	...	...	...	...	...	...	...	(5½)	...	AMRÁOTI ...	XLIII
...	...	...	...	...	...	...	...	(44)	...	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	XLIV
35	66	945	1,046	58	166	3,485	3,709	350½	42	THE NIZAM'S GUARANTEED STATE (b).	XLV
...	...	24	24	1	...	236	237	71½	10	THE GAEKWAR'S DARHOL ...	XLVI
...	...	...	...	...	...	...	...	(27½)	...	THE GAEKWAR'S MEHSÁNA ...	XLVII
...	...	12	12	2	...	50	52	13½	2	THE GAEKWAR'S PETLÁD ...	XLVIII
										Lines owned by Native States and worked by State Railway agency.	
...	...	...	...	...	...	...	...	(108)	...	RÁJPURA-BHÁTINDA ...	L
...	...	...	...	...	...	...	...	(16)	...	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LI
										Lines owned and worked by Native States.	
...	1	60	61	1	1	466	468	124	20	JODHPUR ...	LII
31	7	166	204	41	24	2,237	2,302	(c) 329½	51	BHÁVNAGAR-GONDAL-JUNÁGARH-POBBANDAR.	LIII
2	...	210	212	4	1	736	741	94	12	MORVI ...	LIV
										Foreign Lines.	
...	...	...	...	...	...	...	...	...	...	WEST OF INDIA PORTUGUESE...	LVI
...	...	...	...	...	...	...	...	(7½)	...	PONDICHERY ...	LVII
2,229	2,562	66,507	71,298	4,607	5,673	252,413	262,693	(d) 16,353½	2,317	Total of all Railways.	

(c) Excludes 4·50 miles of lines to Dock estates and Junágarh quarry.

(d) Mileages shown within brackets have not been included in the total.

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst year ending the 31st

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.									
		EUROPEANS.					EAST INDIANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.
	State Lines worked by Companies.										
I	EAST INDIAN (a)	75·68	...	13	...	13	33·73	2	10	...	12
II	PATNA-GYA	Included with the East Indian railway					...	...	...	...	...
III	TIRHOOT	6	1	4	...	5	5	...	...	...	...
	BENGAL AND NORTH-WESTERN										
	BAREILLY-PILIBHIT	Included with the Rohilkhand and Kumaun railway					...	...	...	...	
V	BENGAL-NÁGPUR	15·50	1	3	...	4	25	...	5	1	6
VI	INDIAN MIDLAND (b)	19·08	...	1	...	1	24·16	...	6	3	9
VII	BHOPAL-ITÁRSI (BRITISH SECTION)	Included with the Indian Midland railway					...	...	...	...	...
VIII	RAJPUTANA-MALWA (c)	24·16	1	3	...	4	38·50	...	2	1	3
X	DHOND-MANMÁD	Included with the Great Indian Peninsula railway					...	...	...	...	...
XI	SOUTHERN MAHRATTA (d)	19	...	...	...	...	48	1	9	...	10
XII	SOUTHERN MAHRATTA, MYSORE SECTION	Included with the Southern Mahratta railway					...	...	...	...	...
XIII	BEZVÁDA EXTENSION	Included with the Nizam's Guaranteed State railway					...	...	...	...	...
	VILLUPURAM-GUNTAKAL	Included with the South Indian railway					...	...	...	...	...
	State Lines worked by the State.										
XVII	NORTH WESTERN (e)	29·25	...	3	...	3	18·17	1	4	...	5
XVIII	AMRITSAR-PATHÁNKOT	Included with the North Western railway					...	...	...	...	...
XIX	JAMMU AND KASHMIR (BRITISH SECTION)	Included with the North Western railway					...	...	...	...	...
XX	ODDH AND RÔHILKHAND	13·85	...	2	...	2	38·07	1	3	2	6
	LUCKNOW-SITAPUR-SERAMAU	...	...	...	...	...	...	...	...	...	...
XXI	EASTERN BENGAL (f)	18·83	...	2	...	2	13·25	...	3	...	3
XXII	BENGAL CENTRAL	2	...	...	...	...	...	...	...	...	...
XXIII	NALHÁTI	...	...	...	...	...	...	...	...	...	...
	WARDHA COAL	2	...	...	...	...	3	...	...	...	...
XXIV	CHEBBA-COMPANYGANJ	...	...	...	...	...	...	...	...	...	...
XXV	JORHÁT	...	...	...	...	...	...	...	...	...	...
XXVI	BURMA (g)	5	...	2	1	3	20	...	14	1	15
XVII	TOUNGGO-MANDALAY	Included with the Burma State railway					...	...	...	...	...
	CARRIED OVER	230·35	3	33	1	37	266·88	5	56	8	69

(a) Includes the Patna-Gya and Tarakeshwar railways.
(b) Includes the Bhopal-Itársi railway.
(c) Includes the Gaekwar's-Mehsána railway.

No. 33.

the European and East Indian employes on the open lines of railway in India during the December 1890.

TRAFFIC AND TELEGRAPH DEPARTMENTS.										RAILWAY.	Serial No.
EUROPEANS.					EAST INDIANS.						
Average number em- ployed.	Number of casualties by				Average number em- ployed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		
352·46	7	41	6	54	217·43	1	22	1	24	State Lines worked by Companies.	
...	...	...	...	...	...	...	...	...	...	EAST INDIAN (a) ...	I
...	...	...	...	...	...	...	...	...	...	PATNA-GYA ...	II
37·83	...	9	1	10	60	...	7	5	12	TIRHOOT ...	} III
...	...	...	...	...	...	...	...	...	...	BENGAL AND NORTH-WESTERN ...	
...	...	...	...	...	...	...	...	...	...	BAREILLY-PILIBHIT ...	
25·75	...	10	...	10	38	...	13	8	21	BENGAL-NÁGPUR ...	V
29·83	2	7	4	13	35	...	4	1	5	INDIAN MIDLAND (b) ...	VI
...	...	...	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (BRITISH SECTION) ...	VII
116	1	12	2	15	148	...	30	3	33	RAJPUTANA-MALWA (c) ...	VIII
...	...	...	...	...	...	...	...	...	...	DHOND-MANMÁD ...	X
44	...	12	6	18	171	...	17	14	31	SOUTHERN MAHRATTA (d) ...	XI
...	...	...	...	...	...	...	...	...	...	SOUTHERN MAHRATTA, MYSORE SECTION ...	XII
...	...	...	...	...	...	...	...	...	...	BEZVÁDA EXTENSION ...	XIII
...	...	...	...	...	...	...	...	...	...	VILLUPURAM-GUNTAKAL ...	
State Lines worked by the State.											
239·75	6	29	17	52	210·58	2	45	5	52	NORTH WESTERN (e) ...	XVII
...	...	...	...	...	...	...	...	...	...	AMRITSAR-PATHÁNKOT ...	XVIII
...	...	...	...	...	...	...	...	...	...	JAMMU AND KASHMIR (BRITISH SECTION) ...	XIX
55·10	1	8	7	16	51·71	...	5	6	11	ODDH AND ROHILKHAND ...	XX
2	...	...	...	...	2·66	...	...	...	...	LUCKNOW-SITAPUR-SERAMAU ...	
92·32	2	10	3	15	125·33	...	53	5	58	EASTERN BENGAL (f) ...	XXI
...	...	...	Included with the Eastern Bengal State railway							BENGAL CENTRAL ...	XXII
...	...	...	...	...	...	...	...	...	...	NALHÁTI ...	XXIII
...	1	...	...	1	6	...	2	...	2	WARDHA COAL ...	
...	...	...	...	...	...	...	...	...	...	CHEBBA-COMPANYGANJ ...	XXIV
...	...	...	...	...	...	...	...	...	...	JORHÁT ...	XXV
4	1	5	...	6	158	...	25	5	30	BURMA (g) ...	XXVI
...	...	...	...	...	...	...	...	...	...	TOUNGGO-MANDALAY ...	XXVII
999·04	21	143	46	210	1,223·71	3	223	53	279	CARRIED OVER.	

(d) Includes the Southern Mahratta railway, Mysore section.

(e) Includes the Amritsar-Pathámkot, Rájpura-Bhátinda, and Jammu and Kashmir railways.

(f) Includes the figures for the Bengal Central railway (excluding Agency and Engineer's department).

(g) Includes the Toungoo-Mandalay extension.

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst year ending the 31st

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.									
		EUROPEANS.					EAST INDIANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.
	BROUGHT FORWARD ...	230·35	3	33	1	37	266·88	5	56	8	69
	Lines worked by Guaranteed Companies										
XXXII	GREAT INDIAN PENINSULA (a) ...	40	1	3	...	4	41	...	...	...	...
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA ...	27	...	1	...	1	50	1	6	...	7
XXXIV	MADRAS ...	18·66	...	...	...	...	54·33	2	3	...	5
	SOUTH INDIAN (b) ...	8	...	...	...	...	25	...	...	...	...
	Assisted Companies.										
XXXVI	TARAKESHWAR ...	Included with the East Indian railway					...	...	...	...	...
XXXVII	DEOGHUR ...	...	...	...	...	...	...	...	...	...	...
XXXVIII	ROHILKHAND-KUMAON (c) ...	7	...	...	...	...	...	...	...	...	...
XXXIX	DARJEELING-HIMALAYAN ...	5	...	...	...	...	1	...	...	...	...
XL	DIBRU-SADIYA ...	...	...	...	...	...	1	...	...	...	...
XLI	THATON-DUYINZANG ...	...	...	...	...	...	...	...	...	...	...
	Lines owned by Native States and worked by Companies.						1				
XLII	KHAMGAON ...	Included with the Great Indian Peninsula railway					...	...	...	...	...
XLIII	AMRÁOTI ...						...	...	...	...	...
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	Included with the Indian Midland railway					...	...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE (d) ...	10	...	...	...	...	15	...	1	...	1
XLVI	THE GAEKWAR'S DABHOI ...	...	...	...	...	...	...	...	...	...	...
XLVII	THE GAEKWAR'S MEHSANA ...	Included with the Rajputana-Malwa railway					...	...	...	...	...
XLVIII	THE GAEKWAR'S PETLAD ...	...	...	...	...	...	...	...	...	...	...
	Lines owned by Native States and worked by State Railway agency.										
L	RÁJPURA-BHÁTINDA ...	Included with the North Western railway					...	...	...	...	...
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	Included with the North Western railway					...	...	...	...	...
	Lines owned and worked by Native States.										
LII	JODHPORE ...	1	...	...	...	...	...	...	...	...	...
LIII	BHÁVNAGAR-GONDAL-JUNÁGHAR-PORBAN-DAR.	4	...	...	...	...	7	...	...	...	...
LIV	MORVI ...	1	...	...	...	...	1	...	...	...	...
	Foreign Lines.										
LVI	WEST OF INDIA PORTUGUESE ...	Information not furnished					...	...	...	...	...
LVII	PONDICHERRY ...	Included with the South Indian railway					...	...	...	...	...
	Total of all Railways ...	352·01	4	37	1	42	463·21	8	66	8	82

(a) Includes the Dhond-Manmád, Khamgaon, and Amráoti State railways.
(b) Includes the Villupuram-Guntakal and Pondicherry railways.
(c) Includes the Bareilly-Pilibhit State railway.
(d) Includes the Bezwada extension.

No. 33—contd.

the European and East Indian employes on the open lines of railway in India during the December 1890—contd.

TRAFFIC AND TELEGRAPH DEPARTMENTS.										RAILWAY.	Serial No.	
EUROPEANS.					EAST INDIANS.							
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by						
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.			
999·04	21	143	46	210	1,223·71	3	223	53	279	BROUGHT FORWARD.		
										Lines worked by Guaranteed Companies.		
370	5	34	5	44	213	1	11	...	12	GREAT INDIAN PENINSULA (a) ...	XXXII	
16	...	1	...	1	20	...	...	...	...	BOMBAY, BARODA AND CENTRAL INDIA ...	XXXIII	
84·08	5	7	4	16	454·41	4	47	17	68	MADRAS ...	XXXIV	
11·16	1	3	...	4	73·08	1	10	21	32	SOUTH INDIAN (b) ...		
										Assisted Companies.		
...	...	...	...	...	...	...	...	...	...	TARAKESHWAR ...	XXXVI	
...	...	...	...	...	...	...	...	...	...	DROGHUR ...	XXXVII	
7	...	4	...	4	1	...	...	...	...	ROHILKHAND-KUMAUN (c) ...	XXXVIII	
6	...	2	...	2	2	...	1	...	1	DARJEELING-HIMALAYAN ...	XXXIX	
...	...	...	...	...	...	...	...	...	...	DIBRU-SADIYA ...	XL	
...	...	...	...	...	1	...	...	...	...	THATON-DUYINZAIK ...	XLI	
										Lines owned by Native States and worked by Companies.		
...	...	...	...	...	...	...	...	...	...	{ KHAMGAON ...	XLII	
...	...	...	...	...	...	...	...	...	...		AMRÁOTI ...	XLIII
...	...	...	...	...	...	...	...	...	...		BHOPAL-ITÁRSI (NATIVE STATE SECTION).	XLIV
6	...	1	...	1	66	...	3	2	5	THE NIZAM'S GUARANTEED STATE (d) ...	XLV	
...	...	...	...	...	...	...	...	...	...	THE GAEKWAR'S DABHOI ...	XLVI	
...	...	...	...	...	...	...	...	...	...	THE GAEKWAR'S MEHSANA ...	XLVII	
...	...	...	...	...	...	...	...	...	...	THE GAEKWAR'S PETLAD ...	XLVIII	
										Lines owned by Native States and worked by State Railway agency.		
...	...	...	...	...	...	...	...	...	...	RÁJPURA-BHÁTINDA ...	L	
...	...	...	...	...	...	...	...	...	...	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LI	
										Lines owned and worked by Native States.		
...	...	...	...	...	...	...	...	...	...	JODHPUR ...	LII	
2	...	...	...	...	8	...	3	4	7	BHÁYNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	LIII	
...	...	...	...	...	...	...	...	...	...	MORVI ...	LIV	
										Foreign Lines.		
...	...	...	...	...	...	...	...	...	...	WEST OF INDIA PORTUGUESE ...	LVI	
...	...	...	...	...	...	...	...	...	...	PONDICHERY ...	LVII	
1,500·28	32	195	55	282	2,062·20	9	298	97	404	Total of all Railways.		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst year ending the 31st

Serial No.	RAILWAY.	ENGINEER'S DEPARTMENT.										LOCOMOTIVE AND CAR DEPARTMENTS, INCL ESTABLISH					
		EUROPEANS.					EAST INDIANS.					EUROPEANS.					
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				
			Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.	
	State Lines worked by Companies.																
I	EAST INDIAN (a) ...	73.46	1	14	...	15	30.83	...	11	...	11	412	9	56	5	70	
II	PATNA-GYA ...	Included	with	the	East	Indian railway	...	...	...	...	...	...	...	...	...	...	
III	TIRHOOT ...	13.50	2	...	...	2	7	...	...	...	...	40	...	5	...	5	
	BENGAL AND NORTH-WESTERN																
	BAREILLY-PILIBHIT ...	Included	with	the	Rohilkh	and-Kumaun	rail way	...	...	...	...	...	...	...	...	...	
V	BENGAL-NÁGPUR ...	12.25	...	1	...	1	17.08	...	3	...	3	48	...	6	4	10	
VI	INDIAN MIDLAND (b) ...	27.53	1	4	...	5	7.23	...	3	1	4	80	1	23	...	24	
VII	BHOPAL-ITÁRSI (BRITISH SECTION).	Included	with	the	Indian	Midland railway	...	...	...	...	...	...	...	...	...	...	
VIII	RAJPUTANA-MALWA (c) ...	32.16	1	1	...	2	24.16	...	2	...	2	207	2	31	9	42	
X	DHOND-MANMÁD ...	Included	with	the	Great	Indian Peninsula	railw ay	...	...	...	...	...	...	...	...	...	
XI	SOUTHERN MAHRATTA (d) ...	23	...	4	2	6	52	1	21	2	24	79	...	18	4	22	
XII	SOUTHERN MAHRATTA, MYSORE SECTION.	Included	with	the	Southern	Mahratta railway	...	...	...	...	...	...	...	...	...	...	
XIII	BEZVÁDA EXTENSION ...	Included	with	the	Nizam's	Guaranteed State	rail way	...	...	...	...	...	...	...	...	...	
	VILLUPURAM-GUNTAKAL ...	Included	with	the	South Indian	railway	...	...	...	...	...	...	...	...	...	...	
	State Lines worked by the State.																
XVII	NORTH WESTERN (e) ...	97.67	5	2	1	8	46.25	...	5	1	6	434	7	54	15	76	
XVIII	AMRITSAR-PATHÁNKOT ...	Included	with	the	North Western	railway	...	...	...	...	...	...	...	...	...	...	
XIX	JAMMU AND KASHMIR (BRITISH SECTION)	Included	with	the	North Western	railway	...	...	...	...	...	...	...	...	...	...	
XX	ODDH AND ROHILKHAND ...	11	...	1	...	1	22	...	3	...	3	62.66	...	6	2	8	
	LUCKNOW-SITAPUR-SERAMAU ...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	
XXI	EASTERN BENGAL (f) ...	25.17	1	7	2	10	115.25	...	4	1	5	122.10	1	14	3	18	
XXII	BENGAL CENTRAL ...	1	...	...	...	...	1	...	...	1	1	Worked	by	the	Eastern		
XXIII	NALHÁTI ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	WARDHA COAL ...	...	...	...	...	...	...	...	...	...	...	(g) 9	...	(g) 6	...	(g) 6	
XXIV	CHEERBA-COMPANYGANJ ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
XXV	JORHÁT ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
XXVI	BURMA (h) ...	14	...	...	...	...	33	...	2	...	2	48	...	5	...	5	
XXVII	TOUNGOO-MANDALAY ...	Included	with	the	Burma	State railway	...	...	...	...	...	...	...	...	...	...	
	CARRIED OVER	330.74	11	34	5	50	355.80	1	54	6	61	1,542.76	20	224	42		

(a) Includes the Patna-Gya and Tarakeshwar railway.
 (b) Includes the Bhopal-Itársi State railway.
 (c) Includes the Gaekwar's Mehsana railway.
 (d) Includes the Southern Mahratta, Mysore section.
 (e) Includes the Amritsar-Pathankot, Rajpura-Bhatinda, and Jammu and Kashmir railways.
 (f) Includes the figures for the Bengal Central railway (excluding Agency and Engineer's department).

No. 33—contd.

the European and East Indian employes on the open lines of railway in India during the December 1890—contd.

EAST INDIANS.					TOTAL.										Mean mileage worked. (See also state- ment No. 18, page 91).	RAILWAY.	Serial No.
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by						
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.			
246.50	1	45	1	47	913.60	17	124	11	152	528.49	4	88	2	94	1,629	State Lines worked by Companies.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(57½)	EAST INDIAN (a) ...	I
35.50	...	6	...	6	97.33	3	18	1	22	107.50	...	13	5	18	670¾	PATNA-GYA ...	II
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	TIRHOOT ...	III
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	BENGAL AND NORTH-WESTERN	III
64.75	1	17	15	33	101.50	1	20	4	25	144.83	1	38	24	63	(36)	BAREILLY-PILIBHIT.	
86	1	32	...	33	156.44	4	35	4	43	152.39	1	45	5	51	545¾	BENGAL-NAGPUR ...	V
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	753¾	INDIAN MIDLAND (b) ...	VI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(13)	BHOPAL-ITÁRSI (BRITISH SEC- TION).	VII
215	3	42	14	59	379.32	5	47	11	63	425.66	3	76	18	97	1,699½	RAJPUTANA-MALWA (c) ...	VIII
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(1 5)	DHOND-MANMÁD ...	X
223	...	69	17	86	165	...	34	12	46	499	2	116	33	151	1,309¼	SOUTHERN MAHRATTA (d) ...	XI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(296)	SOUTHERN MAHRATTA, MYSORE SECTION.	XII
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(21½)	BEZVÁDA EXTENSION ...	XIII
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(88¼)	VILLUPURAM-GUNTAKAL.	
192	2	20	2	24	800.67	18	88	33	139	467	5	74	8	87	State Lines worked by the State.		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,508½	NORTH WESTERN (e) ...	XVII
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(64½)	AMRITSAR-PATHÁNKOT ...	XVIII
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(6½)	JAMMU AND KASHMIR (BRITISH , SECTION)	XIX
18.66	...	2	1	3	142.61	1	17	9	27	130.44	1	13	9	23	692½	ODDH AND ROHILKHAND ...	XX
1	...	...	...	...	3	...	...	...	...	3.66	...	...	...	...	104½	LUCKNOW-SITAPUR-SERAMAU	
64.50	...	10	...	10	258.42	4	33	8	45	318.33	...	70	6	76	882½	EASTERN BENGAL (f) ...	XXI
Bengal State railway.	...	...	...	...	3	...	...	...	...	1	...	...	1	1	(125)	BENGAL CENTRAL ...	XXII
1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	27½	NALHÁTI ...	XXIII
(g) 10	...	(g) 2	...	(g) 2	11	1	6	...	7	19	...	4	...	4	45	WARDHA COAL ...	
1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	7½	CHEBBA-COMPANYGANJ ...	XXIV
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27½	JORHÁT ...	XXV
74	...	18	1	19	71	1	12	1	14	285	...	59	7	66	554½	BURMA (h) ...	XXVI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(220)	TOUNGGOO-MANDALAY ...	XXVII
1,237.91	8	263	51	322	3,102.89	55	434	94	583	3,084.30	17	596	118	731	(i) 11,457¼	CARRIED OVER.	

(g) Includes the Colliery establishment.

(h) Includes the Tounggoo-Mandalay extension.

(i) Mileages shown within brackets have not been included in the total.

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst year ending the 31st

Serial No.	RAILWAY.	ENGINEER'S DEPARTMENT.										LOCOMOTIVE AND CAR DEPARTMENTS, INCL. ESTABLISH				
		EUROPEANS.					EAST INDIANS.					EUROPEANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.
	BROUGHT FORWARD ...	330-74	11	34	5	50	355-80	1	54	6	61	1,542-76	20	224	42	286
	Lines worked by Guaranteed Companies.															
XXXII	GREAT INDIAN PENINSULA	79	...	1	1	2	25	...	...	...	...	393	7	53	1	61
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (a).	21	...	5	...	5	...	...	...	...	...	86	...	14	...	14
XXXIV	MADRAS ...	23	2	2	...	4	136	2	2	37	41	82	1	3	...	4
	SOUTH INDIAN (b)	22-16	...	...	...	...	62-25	...	1	...	1	41-82	...	2	2	4
	Assisted Companies.															
XXXVI	TARAKESHWAR ...	Included	with the	East Indian	railway		...	...	...	...	...	...	...	...	...	...
XXXVII	DROGHUR ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXXVIII	ROHILKHAND-KUMAUN (c)	...	...	...	...	...	1	...	...	...	...	4	...	1	...	1
XXXIX	DARJEELING-HIMALAYAN	3	...	...	...	...	3	...	...	...	...	11	2	1	...	3
XL	DIBRU-SADIYA ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLI	THATON-DUYINZAIK ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned by Native States and worked by Companies.															
XLII	KHAMGAON ...	Included with the	Great Indian Peninsular	railway	...	...	...	...	...	...	...	...	...	...	...	...
XLIII	AMRÁOTI ...															
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION).															
XLV	THE NIZAM'S GUARANTEED STATE (d).	8	...	...	...	...	19	...	...	1	1	35	1	5	15	21
XLVI	THE GAEKWAR'S DABHOI ...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	THE GAEKWAR'S MEHSANA...	Included	with the	Rajputana-Malwa	railway	...	...	...	...	...	...	...	...	...	...	...
XLVIII	THE GAEKWAR'S YETLÁD ...	2	...	1	...	1	...	...	...	...	...	...	...	...	...	...
	Lines owned by Native States and worked by State Railway agency.															
L	RÁJPURA-BHÁTINDA ...	Included	with the	North Western	railway	...	...	...	...	...	...	...	...	...	...	...
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	Included	with the	North Western	railway	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by Native States.															
LII	JODHPORE ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	3-83	...	...	...	...	1-92	...	...	...	...	31	...	2	7	9
LIV	MORVI ...	1	...	...	...	...	...	...	...	...	...	2	...	...	...	...
	Foreign Lines.															
LVI	WEST OF INDIA PORTUGUESE	Information	not	furnished.	...	...	...	...	...	...	...	...	...	...	...	...
LVII	PONDICHERRY ...	Included	with the	South Indian	railway.	...	...	...	...	...	...	...	...	...	...	...
	Total of all Railways ...	493-73	13	43	6	62	603-97	3	57	44	104	2,228-58	31	305	67	403

(a) Includes the Dhond-Manmád, Khámgaon, and Amráoti State railways.
(b) Includes the Villupuram-Guntakal and Pondicherry railways.

No. 33—concl'd.

the European and East Indian employes on the open lines of railway in India during the December 1890—concl'd.

TRAVELLING AND WAGON LOADING STEAM-BOAT EMPLOYMENTS.					TOTAL.										Mean mileage worked. (See also state- ment No. 18, page 91.)	RAILWAY.	Serial No.
EAST INDIANS.					EUROPEANS.					EAST INDIANS.							
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by						
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.			
1,237·91	8	263	51	322	3,102·81	55	134	94	583	3,084·30	17	596	118	731	11,457½	BROUGHT FORWARD.	
																Lines worked by Guaranteed Companies,	
302	8	55	2	65	882	13	91	7	111	581	9	66	2	77	1,444½	GREAT INDIAN PENINSULA (a)	XXXII
43	...	8	...	8	150	...	21	...	21	113	1	14	...	15	461	BOMBAY, BARODA AND CEN- TRAL INDIA.	XXXIII
456	4	34	2	40	206·7	8	12	4	24	1,100·74	12	86	56	154	839¼	MADRAS ...	XXXIV
351·66	1	26	7	34	83·1	1	5	2	8	511·99	2	37	28	67	750¾	SOUTH INDIAN (b)	...
																Assisted Companies.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(22½)	TARAKESHWAR ...	XXXVI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4½	DEOGHUR ...	XXXVII
...	...	...	...	...	18°	...	5	...	5	3	...	...	...	...	103	ROHILKHAND-KUMAUN (c)	XXXVIII
3	...	1	...	1	25	2	3	...	5	9	...	2	...	2	51	DARJEELING-HIMALAYAN ...	XXXIX
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	78	DIBRU-SADIYA ...	XL
0·25	...	...	...	...	...	...	...	...	...	2·25	...	...	...	...	8	THATON-DUYINZAIK ...	XLI
																Lines owned by Native States and worked by Companies,	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	{ (7½)	KHAMGAON ...	XLII
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(5½)	AMRÁOTI ...	XLIII
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(44)	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	XLIV
66	...	17	26	43	58	1	6	15	22	166	...	21	29	50	353¾	THE NIZAM'S GUARANTEED STATE (d).	XLV
...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	65¾	THE GAEKWAR'S DABHOI ...	XLVI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(27¾)	THE GAEKWAR'S MEHSANA..	XLVII
...	...	...	...	...	2	...	1	...	1	...	...	...	...	...	8¾	THE GAEKWAR'S PETLAD ..	XLVIII
																Lines owned by Native States and worked by State Railway agency.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(108)	RÁJPUK-BHÁTINDA ...	LI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(12¾)	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LI
																Lines owned and worked by Native States.	
1	...	...	...	...	1	...	...	...	...	1	...	...	...	...	124	JODHPUR ...	LII
7	...	...	...	...	40·8	...	2	7	9	23·92	...	3	4	7	333¾	BHÁVNAGAR-GONDAL-JUNÁ- GARH-PORBANDAR.	LIII
...	...	...	...	...	4	...	...	...	...	1	...	...	...	...	94	MORVI ...	LIV
																Foreign Lines.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	WEST OF INDIA PORTUGUESE	LVI
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(7¾)	PONDICHERY ...	LVII
2,467·8	21	104	88	513	4,574·61	30	580	129	738	5,597·2	41	325	237	1,103	(e)	Total of all Railways.	

(c) Includes the Bareilly-Pilibhit State railway.
(d) Includes the Bezwada extension.
(e) Mileages shown within brackets have not been included in the total.

3. The following is a comparative statement of the average number of Native Drivers and Shunters. natives employed as drivers and shunters on the several railways during 1889 and 1890. The average number employed in 1890 shows an increase of 37 over the previous year :

STATEMENT No. 34.

Serial No.	RAILWAY.			Drivers.		Shunters.		Total.		REMARKS.
				1889.	1890.	1889.	1890.	1889.	1890.	
				No.	No.	No.	No.	No.	No.	
	State Lines worked by Companies.									
I	EAST INDIAN	...	...	105	95	125	127	230	222	
III	TIRHOOT	...	...	28	30	20	19	48	49	
	BENGAL AND NORTH-WESTERN	...	...							
V	BENGAL-NÁGPUR	...	...	1	...	4	2	5	2	
VI	INDIAN MIDLAND	...	...	(a) 9	12	(a) 5	15	14	27	
VIII	RAJPUTANA-MALWA	...	...	42	36	46	46	88	82	
XI	SOUTHERN MAHRATTA	...	...	15	15	23	25	38	40	
XII	SOUTHERN MAHRATTA, MYSORE SECTION.	...	...							
	TOTAL	...	...	200	188	223	234	423	422	
	State Lines worked by the State.									
XVII	NORTH WESTERN	...	...	133	142	90	85	223	227	
XX	ODDH AND ROHILKHAND	...	...	68	70	43	40	111	110	
XXI	EASTERN BENGAL	...	...	44	54	36	33	80	87	
XXIII.	NALHÁTI	...	...	2	2	1	1	3	3	
	WARDHA COAL	...	...	...	1	1	1	1	2	
XXIV	CHEERRA-COMPANYGANJ	...	...	2	2	...	...	2	2	
XXV	JORHÁT	...	...	4	4	...	...	4	4	
XXVI	BURMA	...	...	26	27	16	19	42	46	
XXVII	TOUNGGOO-MANDALAY	...	...							
	TOTAL	...	...	279	302	187	179	466	481	
	CARRIED OVER	...	...	479	490	410	413	889	903	

(a) Figures corrected by line authorities.

STATEMENT No. 34—concl'd.

Statement showing the average number of natives employed as drivers and shunters on the several railways during 1889 and 1890—concl'd.

Serial No.	RAILWAY.	Drivers.		Shunters.		Total.		REMARKS.
		1889.	1890.	1889.	1890.	1889.	1890.	
		No.	No.	No.	No.	No.	No.	
	BROUGHT FORWARD ...	479	490	410	413	889	903	
	Lines worked by Guaranteed Companies.							
XXXII	GREAT INDIAN PENINSULA ...	183	189	...	...	183	189	
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA.	46	45	18	18	64	63	
XXXIV	MADRAS ...	14	14	10	12	24	26	
	SOUTH INDIAN "	40	45	11	14	51	59	
	TOTAL ...	283	293	39	44	322	337	
	Assisted Companies.							
XXXVII	DEOGHUR ...	2	2	...	...	2	2	
XXXVIII	ROHILKHAND-KUMAUN ...	4	4	...	...	4	4	
XXXIX	DARJEELING-HIMALAYAN ...	1	1	...	...	1	1	
XL	DIBRU-SADIYA ...	8	9	1	3	9	12	
XLI	THATŌN-DUYINZAIK ...	2	2	...	...	2	2	
	TOTAL ...	17	18	1	3	18	21	
	Lines owned by Native States and worked by Companies.							
XLV	THE NIZAM'S GUARANTEED STATE	11	11	4	6	15	17	
XLVI	THE GAEKWAR'S DABHOI ...	2	2	1	1	3	3	
	TOTAL ...	13	13	5	7	18	20	
	Lines owned and worked by Native States.							
LII	JODHPORE ...	4	5	...	.	4	5	
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	...	...	...	1	...	1	
LIV	MORVI ...	7	7	3	4	10	11	
	TOTAL ...	11	12	3	5	14	17	
	Total of all Railways	803	826	458	472	1,261	1,298	

The following table shows the gradual increase in the total number of natives employed as drivers and shunters on all railways since 1881 :

		1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.
Drivers	...	278	335	391	456	519	580	650	724	(a)803	826
Shunters	...	269	295	325	322	386	414	433	444	(a)458	472
TOTAL	...	547	630	716	778	905	994	1,083	1,168	1,261	1,298

4. The following statement gives the number of depositors in the State Railway Provident Fund Institutions and the sums at their credit on the 31st December 1890 :

STATEMENT No. 35.

Serial No.	RAILWAY.	Number of Staff depositing.	NUMBER OF DEPOSITORS.		AMOUNT AT CREDIT ON THE 31ST DECEMBER 1890.				REMARKS.
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	TOTAL.	
					Rs.	Rs.	Rs.	Rs.	
State Lines worked by Companies.									
III	TIRHOOT ...	376	12	376	3,333	46,345	32,172	81,850	
	BENGAL AND NORTH-WESTERN.	480	13	480	3,569	63,528	32,341	99,438	
V	BENGAL-NAGPUR ...	167	37	149	500	20,454	14,442	35,396	
VIII	RAJPUTANA-MALWA ...	3,014	141	2,970	33,218	3,65,891	3,22,073	2,21,182	
XI	SOUTHERN MAHRATTA	2,390	...	2,390	...	1,66,406	38,006	7,04,412	
XII	SOUTHERN MAHRATTA, MYSORE SECTION.								
	TOTAL ...	6,427	203	6,365	40,620	6,62,624	4,39,034	11,42,278	
State Lines worked by the State.									
XVII	NORTH WESTERN ...	4,806	223	4,801	34,318	8,48,194	4,70,884	13,53,396	
XX	ODDH AND ROHILKHAND	1,376	72	1,322	6,961	1,82,648	57,277	2,46,886	
XXI	EASTERN BENGAL ...	2,949	29	2,949	4,143	2,46,637	1,94,508	4,45,288	
XXIII	NALHATI ...	25	1	25	28	1,104	786	1,918	
	WARDHA COAL ...	32	2	32	265	6,764	3,729	10,758	
XXIV	CHEERLA-COMPANYGANJ...	17	1	16	155	561	188	904	
XXV	JORHAT ...	21	...	21	...	1,762	784	2,546	
XXVI	BURMA ...	1,018	99	962	6,580	80,501	67,301	1,54,382	
XXVII	TOUNGGOO-MANDALAY								
	TOTAL ...	10,244	427	10,128	52,450	13,63,171	7,95,457	22,16,078	

(a) Figures corrected by Line authorities (see detailed Statement No. 34.)

5. The following abstract gives the enrolled strength and the number of Railway Volunteer efficient in the several Railway Volunteer Corps on the 31st March 1891:

STATEMENT No. 36.

Serial No.	CORPS.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.	
			Officers.	Non-commissioned officers.	Volunteers.	Total.						
		No.	No.	No.	No.	No.	No.	No.	No.			
I	East Indian railway	1,201	43	146	969	1,158	43	14	1	Jamálpur.		
III	Tirhoot railway ...	(a) 64	...	7	57	64	...	1	...	Samastipur	(a) 2 are non-railway employés.	
	Bengal and North-Western railway— (i) Gházipur Volunteer Rifles ...	65	4	6	54	64	1	1	...	Gházipur.		
	(ii) Oudh Volunteer Rifles ...	9	1	...	8	9	...	1	...	Lucknow.		
V	Bengal-Nágpur railway ...	(b) 516	16	24	436	476	40	5	...	Nágpur.	(b) Includes railway employés employed on construction works.	
VI	Indian Midland railway ...	325	9	19	88	116	209	...	2	Jhánsi.		
VIII	Rajputana-Malwa State railway— 2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles.	750	24	112	590	726	24	10	...	Ajmere.		
XI	Southern Mahratta railway ...	(c) 463	12	30	334	376	87	5	...	Hubli.	(c) 165 of these are Goanese.	
XVII	North Western railway— 3rd Punjab (North Western Railway) Volunteer Rifles ...	1,062	39	109	887	1,035	27	10	1	Lahore.		
XX	Oudh and Rohilkhand railway(d)— (i) Oudh Volunteer Rifles ...	112	4	10	98	112	...	...	...	Lucknow.	(d) There is no separate Railway Volunteer Corps on this line, but the figures represent railway employés enrolled as Volunteers in the corps specified.	
	(ii) Oudh Volunteer Reserve Rifles ...	18	...	...	13	13	5	...	...	Lucknow.		
	(iii) Rohilkhand Volunteer Rifles ...	83	2	6	56	64	19	2	2	Bareilly.		
	(iv) Rohilkhand Volunteer Reserve Rifles ...	9	...	...	8	8	1					
	(v) Gházipur Volunteer Rifles ...	5	...	...	5	5	...	...	...	Gházipur.		
	(vi) Cawnpore Volunteer Rifles ...	7	...	...	7	7	...	...	...	Cawnpore.		
	(vii) Oudh Light Horse ...	1	...	1	...	1	...	...	...	Lucknow.		
		CARRIED OVER ...	4,690	154	470	3,610	4,234	456	49	6		

STATEMENT No. 36—contd.

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1891—contd.

Serial No.	CORPS.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	BROUGHT FORWARD...	4,690	154	470	3,610	4,234	456	49	6		
XXI	Eastern Bengal State railway ...	400	13	40	329	382	18	3	...	Sealdah.	
	Wardha Coal State railway— Nágpur Volunteer Rifles, "C" Company ...	15	...	5	10	15	...	1	...	Nágpur.	
XXVI	Burma State railway	607	11	68	469	548	59	9	2	Rangoon.	
XXXII	Great Indian Peninsula railway ...	953	30	126	787	943	10	10	...	Bombay.	
XXXIII	Bombay, Baroda and Central India railway— 1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles ...	(a) 443	18	67	330	415	28	5	1	Bombay.	(a) Includes Portuguese and others not classed as Europeans or East Indians in the numerical return of railway employés.
XXXIV	Madras railway ...	(b) 921	18	103	759	880	41	8	...	Perambúr.	(b) Includes 26 cadets, sons of railway employés.
	South Indian railway	556	13	78	381	472	84	7	...	Negapatam	
XXXVIII	Rohilkhand-Kumaun railway— Rohilkhand Volunteer Rifles ...	19	2	1	12	15	4	1	1	Bareilly.	
	CARRIED OVER ...	8,604	259	958	6,687	7,904	700	93	10		

STATEMENT No. 36—concl'd.

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1891—concl'd.

Serial No.	CORPS.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	BROUGHT FORWARD...	8,604	259	958	6,687	7,904	700	93	10		
XXXIX	Darjeeling-Himalayan railway— <i>Northern Bengal Mountain Rifles, "A" and "B" Troops</i> ...	(a)17	...	2	(a)14	16	1	...	...	Darjeeling and Kurseong.	There is no separate railway corps. The men are attached to "A" and "B" Troops of the Northern Bengal Mounted Rifles. (a) Includes one volunteer of "Reserve Force."
XLV	The Nizam's Guaranteed State railway— <i>Hyderabad Volunteer Rifles</i> ...	186	4	19	149	172	14	1	...	Secunderabad.	
LIII	Bhavnagar-Gondal Junagarh-Porbandar State railway— <i>1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "K" Company</i> ...	53	3	6	40	49	4	1	...	Ghadechi.	
LIV	Morvi State railway— <i>Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company</i> ...	4	...	1	3	4	...	1	...	Ghadechi.	
	TOTAL ...	8,864	266	986	6,893	8,145	719	96	10		

6. The statement on the two following pages shows the strength and cost of police on the various open lines of railway, and the amount of compensation payments made on account of thefts :
Police.

STATEMENT

Statement showing the strength and cost of police on the open lines of railway

Serial No.	RAILWAY.	SUBORDINATE OFFICERS.		CONSTABLES AND MEN.		SALARIES AND FIXED ALLOWANCES OF OFFICERS.		OFFICE EXPENSES AND TRAVELLING ALLOWANCES.	
		Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.
		No.	No.	No.	No.	Rs.	Rs.	Rs.	Rs.
State Lines worked by Companies.									
I	EAST INDIAN (a) ...	2	112	173	338	...	18,188	...	20,212
III	TIRHOOT ...	...	13	52	43	...	...	...	3,642
	BENGAL AND NORTH-WESTERN ...	...	13	59	32	...	2,160	...	2,535
V	BENGAL-NÁGPUR (b) ...	48		1,804		...		1,298	
VI	INDIAN MIDLAND (c) ...	...	2	73	70	...	2,885	...	2,532
VIII	RAJPUTANA-MALWA (d) ...	121		639		28,608		18,538	
XI	SOUTHERN MAHRATTA ...	61		326		7,500		3,680	
XII	SOUTHERN MAHRATTA, MYSORE SECTION ...								
State Lines worked by the State.									
XVII	NORTH WESTERN (e) ...	8	157	589	1,021	...	24,434	9	21,681
XX	ODDH AND ROHILKHAND ...	4	...	359	...	...	...	3,127	...
	LUCKNOW-SITAPUR-SERAMAU ...	...	...	31	...	...	...	...	...
XXI	EASTERN BENGAL (f) ...	...	60	281	198	...	10,800	...	8,546
XXIII	NALHÁTI ...	...	1	4	2	...	...	...	128
	WARDHA COAL ...	...	1	15	12	...	720	35	30
XXIV	CHEERAA-COMPANYGANJ (g) ...	...	...	...	...	...	...	...	...
XXV	JOERHÁT ...	...	...	(h) 12	...	...	...	...	...
XXVI	BURMA (i) ...	...	31	...	147	...	3,800	...	2,709
Lines worked by Guaranteed Companies.									
XXXII	GREAT INDIAN PENINSULA (j) ...	17		888		14,436		1,061	
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (l) ...	51		389		16,574		15,734	
XXXIV	MADRAS ...	2	7	294	38	4,320	...	2,995	...
	SOUTH INDIAN (m) ...	...	...	(n) 4	...	511	...	...	...
Assisted Companies.									
XXXVIII	ROHILKHAND-KUMAUN (o) ...	...	3	47	11	...	1,200	...	492
XXXIX	DARJEELING-HIMALAYAN (g) ...	...	...	...	...	...	...	...	...
XL	DIBRU-SADIYÁ (g) ...	...	...	...	...	...	...	...	...
XLI	THATÓN-DUYINZÁIK ...	...	...	5	...	...	...	...	...
Lines owned by Native States and worked by Companies.									
XLV	THE NIZAM'S GUARANTEED STATE (p) ...	27		154		9,000		2,318	
Lines owned by Native States and worked by State Railway agency.									
L	RÁJPURA-BHÁTINDA ...	...	5	12	35	...	...	...	36
Lines owned and worked by Native States.									
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR ...	20		108		2,400		4,760	
LIV	MORVI ...	1		33		...		600	

(a) Includes the Patna-Gya and Tarakeshwar railways and the Asansol-Purulia section of the Bengal-Nágpur railway.

(b) Excludes the Asansol-Purulia section of the Bengal-Nágpur railway, which is worked by the East Indian railway.

(c) Includes the Bhopal-Itarsi State railway.

(d) Includes the Gaekwar's Mohana railway.

(e) Includes the Amritsar-Pathankot and Jammu and Kashmir railways.

(f) Includes the Bengal Central railway.

(g) No separate railway police force is entertained.

(h) These 12 constables are under the direct control of the District Superintendent of Police, Sibsagar, and their cost is met by the Police department.

No. 37.

and the amount of compensation payments due to thefts during 1890.

SALARIES OF SUB-ORDINATE OFFICERS AND MEN.		TOTAL COST OF FORCE PER ANNUM.			Cost of force per mean mile of railway worked.	Compensation payments due to thefts.	Compensation payments per mean mile of railway worked.	Mean mileage worked. (See also statement No. 18, page 91.)	RAILWAY.	Serial No.
Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.	Total.						
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.		
State Lines worked by Companies.										
12,982	88,257	12,982	1,26,657	1,39,639	80.22	2,833	1.63	1,740.05	EAST INDIAN (a) ...	I
3,330	9,106	3,330	12,748	16,078	54.55	...	...	294.75	TIRHOOT ...	III
4,065	7,799	4,065	12,494	16,559	44.04	...	...	376.00	BENGAL AND NORTH-WESTERN ...	III
14,430	...	...	...	15,728	38.31	71	0.17	410.47	BENGAL-NAGPUR (b) ...	V
4,773	9,458	4,773	14,875	19,648	26.75	445	0.61	734.46	INDIAN MIDLAND (c) ...	VI
89,394	...	...	...	1,36,540	80.34	3,234	1.90	1,699.56	RAJPUTANA-MALWA (d) ...	VIII
49,966	...	...	...	61,146	46.70	1,599	1.22	1,309.22	SOUTHERN MAHRATTA ...	XI
									SOUTHERN MAHRATTA, MYSORE SECTION	XII
State Lines worked by the State.										
56,530	1,65,222	56,530	2,11,337	2,67,876	111.61	840	0.35	2,400.18	NORTH WESTERN (e) ...	XVII
28,905	...	32,032	...	32,032	46.25	467	0.67	692.55	OUDEH AND ROHILKHAND ...	XX
...	...	2,235	...	2,235	21.37	...	...	104.59	LUCKNOW-SITAPUR-SERAMAU.	
28,264	47,736	28,264	67,082	95,346	108.03	780	0.82	882.59	EASTERN BENGAL (f) ...	XXI
288	432	288	560	848	31.12	...	...	27.25	NALHATI ...	XXIII
1,163	1,206	1,198	1,956	3,154	70.09	...	...	45.00	WARDHA COAL.	
...	...	...	...	...	...	...	...	7.50	CHEERLA-COMPANYGANJ (g) ...	XXIV
...	...	...	...	...	...	...	...	27.28	JORHAT... ..	XXV
...	31,566	...	38,075	38,075	68.68	1,273	2.30	554.40	BURMA (i) ...	XXVI
Lines worked by Guaranteed Companies.										
1,30,777	...	...	...	1,67,819	116.17	1,962	1.36	1,444.62	GREAT INDIAN PENINSULA (j) ...	XXXII
53,791	...	...	...	86,099	160.78	422	0.79	535.51	BOMBAY, BARODA AND CENTRAL INDIA (l) ...	XXXIII
36,714	2,595	44,029	2,595	46,624	55.55	2,392	2.85	839.30	MADRAS ...	XXXIV
...	...	511	...	511	0.68	...	...	750.62	SOUTH INDIAN. (m)	
Assisted Companies.										
2,988	924	2,988	2,616	5,604	61.58	...	...	91.00	ROHILKHAND-KUMAUN (o) ...	XXXVIII
...	...	...	...	...	...	396	7.76	51.00	DARJEELING-HIMALAYAN (p) ...	XXXIX
...	...	...	...	...	...	...	...	78.00	DIBRU-SADIYA (q) ...	XL
720	...	720	...	720	90.00	...	...	8.00	THATON-DUYINZAIK ...	XLI
Lines owned by Native States and worked by Companies.										
26,389	...	...	...	37,707	107.53	326	0.93	350.67	THE NIZAM'S GUARANTEED STATE (p) ...	XLV
Lines owned by Native States and worked by State Railway agency.										
732	3,036	732	3,072	3,804	35.24	...	...	107.94	RAJPUTANA-BHATINDA ...	L
Lines owned and worked by Native States.										
17,058	...	...	...	24,218	72.67	650	1.95	333.25	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	LIII
4,020	...	...	...	4,620	49.15	201	2.14	94.00	MORVI ...	LIV

(a) Includes the Toungoo-Mandalay extension.
(j) Includes the Dhond-Manmád, Khámgaon, and Amráoti State railways.
(k) Includes Rs. 21,545 on account of contingencies, &c., and pension and leave allowances payable by the Government of Bombay.
(l) Includes the Gaekwar's Dabhoi and Petlad railways.
(m) Includes the Villupuram-Guntakal and Pondicherry railways.
(n) With the exception of these 4 men, no separate railway police force is maintained, the duties being performed by the Government Police.
(o) Includes the Bareilly-Pilibhit State railway.
(p) Includes the Bezvada Extension.

CHAPTER XI.

Rolling Stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways and the work obtained from each during the two half-years of 1890 :

STATEMENT No. 38.

Serial No.	RAILWAY.	AVERAGE NUMBER OF LOCOMOTIVES.		TOTAL ENGINE-MILEAGE. *		AVERAGE MILEAGE PER ENGINE.		AVERAGE MILEAGE PER ENGINE PER DIEM.	
		Half-year ending the 30th June 1890.	Half-year ending the 31st December 1890.	Half-year ending the 30th June 1890.	Half-year ending the 31st December 1890.	Half-year ending the 30th June 1890.	Half-year ending the 31st December 1890.	Half-year ending the 30th June 1890.	Half-year ending the 31st December 1890.
	STANDARD GAUGE.								
	State Lines worked by Companies.								
I	EAST INDIAN (a)	556	540	5,066,247	4,600,094	9,112	8,630	50·25	46·90
V	BENGAL-NÁGPUR (b)	46	52	285,006	245,500	6,409	4,721	35·41	25·66
VI	INDIAN MIDLAND (c)	87	87	718,523	634,098	8,258	7,287	45·62	39·60
	State Lines worked by the State.								
XVII	NORTH WESTERN (d)	539	525	4,419,936	4,167,955	8,199	7,932	45·30	43·11
XX	ODDH AND ROHILKHAND	155	155	1,436,103	1,252,911	9,265	8,083	51·19	43·93
XXI	EASTERN BENGAL (e)	92	97	1,041,065	1,227,121	11,316	12,651	62·52	68·75
	Lines worked by Guaranteed Companies.								
XXXII	GREAT INDIAN PENINSULA (f) ...	570	594	5,614,567	4,477,944	9,850	7,539	54·42	40·97
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (g)	127	127	1,424,254	1,133,990	11,215	8,968	61·96	48·74
XXXIV	MADRAS	151	151	1,404,103	1,506,427	9,299	9,976	51·38	54·22
	Lines owned by Native States and worked by Companies.								
XLV	THE NIZAM'S GUARANTEED STATE (h) ...	30	30	379,147	350,856	12,638	11,695	69·82	63·56

(a) Includes the Patna-Gya and Tárakeshwar railways.
(b) Excludes the Ásansol-Gollkera section.
(c) Includes the Bhopal-Itárá State railway.
(d) Includes the Amritsar-Patháńkot, Rájputra-Bhátinda, and Jammu and Kashmir railways.

(e) Includes the Bengal Central railway.
(f) Includes the Dhond-Manmád, Khámgaon, and Amráoti railways.
(g) Includes the Pátri Branch and the Gaekwar's Petlád r railway.
(h) Includes the Bezváda Extension.

STATEMENT No. 38—concl'd.

Serial No.	RAILWAY.	AVERAGE NUMBER OF LOCOMOTIVES.		TOTAL ENGINE-MILEAGE.		AVERAGE MILEAGE PER ENGINE.		AVERAGE MILEAGE PER ENGINE PER DIEM.	
		Half-year ending the 30th June 1890.	Half-year ending the 31st December 1890.	Half-year ending the 30th June 1890.	Half-year ending the 31st December 1890.	Half-year ending the 30th June 1890.	Half-year ending the 31st December 1890.	Half-year ending the 30th June 1890.	Half-year ending the 31st December 1890.
	METRE GAUGE.								
	State Lines worked by Companies.								
III	{ TIRHOOT { BENGAL AND NORTH-WESTERN ...	45 50	100	472,392 402,946	8,16,081	10,498 8,059	8,161	58·00 44·52	44·35
VIII	RAJPUTANA-MALWA	415	414	(i) 3,299,077	(j) 2,695,028	7,950	6,510	43·92	35·38
XI	SOUTHERN MAHRATTA (k)	155	159	1,198,217	1,248,856	7,730	7,854	42·71	42·69
	State Lines worked by the State.								
XXI	EASTERN BENGAL	74	79	855,951	858,974	11,567	10,873	63·91	59·09
XXVI	BURMA (l)	106	106	968,201	896,414	9,134	8,457	50·46	45·96
	Lines worked by Guaranteed Companies.								
	SOUTH INDIAN (m)	119	124	1,242,941	1,409,123	10,445	11,364	57·71	61·76
	Lines owned and worked by Native States.								
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	33	33	368,394	218,907	11,163	6,634	61·68	36·05

2. The statement on the following pages (158 to 161) shows the number of engines and vehicles used in conveying traffic, and the number of miles travelled by trains during 1890 :

(i) Includes miles 19,436 run on the Gaekwar's Mehsana railway.
(j) Includes miles 25,480 run on the Gaekwar's Mehsana railway.
(k) Includes the Southern Mahratta, Mysore section.

(l) Includes the Toungoo-Mandalay extension.
(m) Includes the Pondicherry railway.

STATEMENT

Statement showing the number of engines and vehicles used in conveying traffic and the

Serial No.	RAILWAY.	Gauge.	Mean mileage worked. (See statement No. 18, page 91.)	* NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
				Engines.	CARRIAGES.					
					1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite.	Total number.
State Lines worked by Companies.										
I	EAST INDIAN (a)	Standard	1,606·88	576	114	105	61	703	75	1,058
II	PATNA-GYA	"	(57·20)	Worked	by the	East	Indian railway			
III	{ TIRHOOT	} Metre	670·75	100	34	8	...	201	58	301
	{ BENGAL AND NORTH-WESTERN									
	BARAILLY-PILIBHIT	"	36·00	Worked	by the	Rohil	khand-Kumaun railway			
V	BENGAL-NÁGPUR	Standard	515·65	65	6	...	...	72	29	107
VI	INDIAN MIDLAND (b)	"	753·65	92	21	8	...	146	59	234
VII	BHOPAL-ITÁRSI (BRITISH SECTION)	"	(13·00)	Worked	by the	Indian	Midland railway			
VIII	RAJPUTANA-MALWA (c)	Metre	1,671·83	414	130	96	50	767	84	1,127
X	DHOND-MANMÁD	Standard	(145·50)	Worked	by the	Great	Indian Peninsula railway			
XI	SOUTHERN MAHRATTA (d)	Metre	1,309·22	219	36	38	...	417	62	553
XII	SOUTHERN MAHRATTA, MYSORE SECTION	"	(296·00)	Worked	by the	Southern	Mahratta railway			
XIII	BEZVÁDA EXTENSION	Standard	(21·47)	Worked	by the	Nizam's	Guaranteed State railway			
	VILLUPURAM-GUNTAKAL—									
	NELLORE-TIRUPATI SECTION	Metre	82·92	10	...	...	...	30	5	35
	VILLUPURAM-TIRUVANAMALAI SECTION	Metre	5·24	50	...	...	...	...	...	(e)
	TOTAL	...	6,682·14	1,526	341	255	111	2,336	372	3,415
State Lines worked by the State.										
XVII	NORTH WESTERN (f)	Standard	2,400·18	613	122	(g) 95	78	845	153	1,293
XVIII	AMRITSAR-PATHÁNKOT	"	(64·79)	Worked	by the	North	Western railway			
XIX	JAMMU AND KASHMIR (BRITISH SECTION)	"	(6·50)	Worked	by the	North	Western railway			
XX	ODDH AND ROHILKHAND	"	692·55	156	...	(h) 88	20	260	36	404
	LUCKNOW-SITAPUR-SERAMAU	Metre	104·59	12	...	(i) 11	...	(j) 41	5	57
XXI	EASTERN BENGAL (k)	{ Standard Metre 2' 6" }	757·58	178	57	24	79	377	91	628
XXII	BENGAL CENTRAL	Standard	125·01	Worked	by the	Eastern	Bengal State railway			
XXIII	NALHÁTI	4' 0"	27·25	5	2	1	...	6	2	11
	WARDHA COAL	Standard	45·00	7	2	...	1	2	2	7
XXIV	CHEBBA-COMPANYGANJ	2' 6"	7·50	4	...	...	...	2	(l) 2	4
XXV	JORHÁT	2' 6"	27·28	7	2	...	...	8	...	10
XXVI	BURMA (m)	Metre	554·40	107	48	60	...	338	39	485
XXVII	TOUNGGOO-MANDALAY	"	(220·00)	Worked	by the	Bur	ma State railway			
	TOTAL	...	4,741·34	1,089	233	279	178	1,879	330	2,899
	CARRIED OVER	...	11,423·48	2,615	574	534	289	4,215	702	6,314

(a) Includes the Patna-Gya and Tárakeshwar railways and foreign lines worked over, excepting the columns showing mean mileage and train-mileage in the case of the Tárakeshwar railway.
(b) Includes the Bhopal-Itársi railway and foreign lines worked over.
(c) Includes the Gaekwar's Mehsána railway, excepting the columns showing mean mileage and train-mileage.
(d) Includes the Southern Mahratta railway, Mysore section.
(e) No passenger carriages were ready when this section was opened for traffic. It is worked with the rolling stock of the South Indian railway.
(f) Includes the Amritsar-Pathámkot, the Jammu and Kashmir, and the Rájputra-Bhátinda railways and foreign lines worked over, excepting the columns showing mean mileage and train-mileage in the case of the Rájputra-Bhátinda railway.
(g) Includes 13 postal vans.
N.B.—The mileages shown within brackets

No. 39.

number of miles travelled by trains during the year ending the 31st December 1890.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					RAILWAY.	Serial No.
Miscellaneous coaching vehicles (excluding brakes).	Goods vehicles of all descriptions (excluding brakes).	Brake-vans.	Passenger.	Goods.	Mixed.	Total passenger and goods.	Number of train-miles per mean mile worked.		
State Lines worked by Companies.									
160	8,954	341	3,574,848	4,625,095	3,154,351	8,199,943	5,103.02	EAST INDIAN (a) ...	I
...	...	...	...	...	...	...	...	PATNA-GYA ...	II
21	2,039	67	576,662	821,826	1,190,725	1,398,488	2,084.96	TIRHOOT ...	} III
...	...	...	11,253	17,089	26,280	28,342	787.28	BENGAL AND NORTH-WESTERN ...	
...	...	...	...	...	...	...	...	BAREILLY-PILIBHIT.	
6	1,443	66	192,880	415,784	428,216	608,664	1,115.48	BENGAL-NAGPUR ...	V
35	1,898	64	643,676	619,025	583,659	1,262,701	1,675.45	INDIAN MIDLAND (b) ...	VI
...	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (BRITISH SECTION)	VII
165	7,254	279	2,010,243	3,237,587	2,304,974	5,247,830	3,138.97	RAJPUTANA-MALWA (c) ...	VIII
...	...	...	...	...	...	...	...	DHOND-MANMÁD ...	X
50	4,585	180	1,023,549	1,241,952	1,230,573	2,265,501	1,730.63	SOUTHERN MAHRATTA (d) ...	XI
...	...	...	...	...	...	...	...	SOUTHERN MAHRATTA, MYSORE SECTION	XII
...	...	...	...	...	...	...	...	BEZVÁDA EXTENSION	XIII
5	210	8	91,098	45,786	132,665	136,874	1,650.68	VILLUPURAM-GUNTAKAL—	
...	250	1	4,151	4,459	6,216	8,610	1,643.13	NELLORE-TIRUPATI SECTION.	
...	...	...	...	...	...	...	...	VILLUPURAM-TIRUVANAMALAI SECTION.	
442	26,633	1,006	8,128,350	11,028,603	9,057,659	19,156,953	2,866.89	TOTAL.	
State Lines worked by the State.									
233	9,883	514	2,684,023	4,936,217	3,006,469	7,620,240	3,174.83	NORTH WESTERN (f) ...	XVII
...	...	...	...	...	...	...	...	AMRITSAR-PATHÁNKOT ...	XVIII
...	...	...	...	...	...	...	...	JUMMU AND KASHMIR (BRITISH SECTION)	XIX
35	4,371	120	1,030,598	1,207,340	1,279,178	2,237,938	3,231.45	ODDH AND ROHILKHAND ...	XX
7	281	11	69,677	91,492	155,202	161,669	1,545.74	LUCKNOW-SITAPUR-SERAMAU.	
115	3,668	119	1,276,267	1,702,911	1,383,395	2,979,178	3,932.50	EASTERN BENGAL (i) ...	XXI
...	...	...	191,935	101,707	242,387	293,642	2,348.95	BENGAL CENTRAL ...	XXII
...	28	2	28,649	26,821	39,690	55,473	2,035.70	NALHÁTI ...	XXIII
...	404	4	21,177	72,151	65,700	93,328	2,073.96	WARDHA COAL ...	
...	139	...	851	13,478	13,939	14,329	1,910.53	CHEERRA-COMPANYGANJ ...	XXIV
...	71	...	9,808	13,564	19,922	23,372	856.74	JORHÁT ...	XXV
39	2,803	111	814,288	783,686	787,201	1,597,974	2,882.35	BURMA (m) ...	XXVI
...	...	...	...	...	...	...	...	TOUNGOU-MANDALAY ...	XXVII
429	21,648	881	6,127,273	8,949,870	6,093,083	15,077,143	3,179.93	TOTAL.	
871	48,281	1,887	14,255,623	19,978,473	16,050,742	34,234,096	2,996.82	CARRIED OVER.	

(h) 75 Upper and 13 Officers' carriages.

(i) Upper class.

(j) Lower class.

(k) Includes the Bengal Central railway, excepting the columns showing mean mileage and train-mileage.

(l) Composites (upper and lower).

(m) Includes the Toungou-Mandalay extension.

Are not included in the totals.

STATEMENT

Statement showing the number of engines and vehicles used in conveying traffic and the

Serial No.	RAILWAY.	Gauge.	Mean mileage worked. (See statement No. 18, page 91.)	* NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
				Engines.	CARRIAGES.					
					1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite.	Total number.
	* BROUGHT FORWARD.	...	11,423.48	2,615	574	534	289	4,215	702	6,314
	Lines worked by Guaranteed Companies.									
XXXII	GREAT INDIAN PENINSULA (a)	Standard	1,444.62	594	87	150	...	559	93	889
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (b)	"	460.90	127	29	42	35	233	53	392
XXXIV	MADRAS	"	839.30	151	39	72	...	363	36	510
	SOUTH INDIAN (c)	Metre	662.46	124	21	39	...	349	67	476
	TOTAL	...	3,407.28	996	176	303	35	1,504	249	2,267
	Assisted Companies.									
XXXVI	TÁRAKESHWAR	Standard	22.23	Worked by the	East Indian railway				...	...
XXXVII	DROGHUR	Metre	4.79	2	...	...	8	...	2	10
XXXVIII	ROHILKHAND-KUMAUN (d)	"	67.00	8	13	...	3	24	3	43
XXXIX	DARJEELING-HIMALAYAN	2' 0"	51.00	16	14	17	...	13	1	45
XL	DIBRU-SADIYA	Metre	78.00	11	1	...	7	...	5	13
XLI	THATÓN-DUYINZÁIK	2' 6"	8.00	3	2	1	...	5	...	8
	TOTAL	...	231.02	40	30	18	18	42	11	119
	Lines owned by Native States and worked by Companies.									
XLII	KHÁMGAON	Standard	(7.50)	Worked by the Great Indian Peninsula railway				...		
XLIII	AMRÁOTI		(5.50)							
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)...		(44.11)							
XLV	THE NIZAM'S GUARANTEED STATE (e)	"	353.77	30	14	8	...	51	17	90
XLVI	THE GAEKWAR'S DABHOI	2' 6"	65.80	6	...	(f) 8	...	(g) 22	...	30
XLVII	THE GAEKWAR'S MEHSÁNA	Metre	27.73	Worked by the Rajputana-Malwa railway				...		
XLVIII	THE GAEKWAR'S PETLÁD	Standard	8.81	Worked by the Bombay, Baroda and Central India railway				...		
	TOTAL	...	456.11	36	14	16	...	73	17	120
	Lines owned by Native States and worked by State Railway agency.									
L	RÁJPURA-BHÁTINDA	Standard	107.94	Worked by the North Western railway				...		
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	"	(12.71)	Worked by the North Western railway				...		
	TOTAL	...	107.94	...	...	...	...	...	...	...
	Lines owned and worked by Native States.									
LII	JODHPUR	Metre	124.00	5	5	2	...	23	3	33
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	"	333.25	33	20	8	...	124	18	170
LIV	MORVI	2' 6"	94.00	10	...	(h) 8	...	(g) 18	4	30
	TOTAL	...	551.25	48	25	18	...	165	25	233
	Foreign Lines.									
I.VI	WEST OF INDIA PORTUGUESE	Metre	51.00	12	2	2	...	16	2	22
LVII	PONDICHERRY	"	(7.85)	Worked by the South Indian railway				...		
	TOTAL	...	51.00	12	2	2	...	16	2	22
	Total of all Railways	...	16,228.08	3,747	821	891	342	6,015	1,006	9,075

(a) Includes the Dhond-Manmád, Khámgaon, and Amráoti railways.
(b) Includes the Pátri branch and the Gaekwar's Petlád railway, excepting the columns showing mean mileage and train-mileage in the case of the Gaekwar's Petlád railway
(c) Includes the Pondicherry railway.
(d) Includes the Bareilly-Pilibhit railway, excepting the columns showing mean mileage and train-mileage. The mean mileage includes 12 miles of joint line belonging to the Bareilly-Pilibhit railway worked over.
N.B.—The mileages shown within brackets

No. 39—concl'd.

number of miles travelled by trains during the year ending the 31st December 1890—concl'd.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					RAILWAY.	Serial No.
Miscellaneous coaching vehicles (excluding brakes).	Goods vehicles of all descriptions (excluding brakes).	Brake-vans.	Passenger.	Goods.	Mixed.	Total passenger and goods.	Number of train-miles per mean mile worked.		
871	48,281	1,887	14,255,623	19,978,473	16,050,742	34,234,096	2,996·82	BROUGHT FORWARD.	
								Lines worked by Guaranteed Companies.	
149	7,753	586	3,189,448	5,730,708	982,486	8,920,156	6,174·74	GREAT INDIAN PENINSULA (a) ...	XXXII
37	3,554	84	1,260,420	1,049,180	89,034	2,309,600	5,011·07	BOMBAY, BARODA AND CENTRAL INDIA (b) ...	XXXIII
100	3,025	164	1,118,095	1,342,707	940,858	2,460,802	2,931·97	MADRAS	XXXIV
42	2,174	97	939,084	1,291,291	954,662	2,230,375	3,366·81	SOUTH INDIAN (c) ...	
328	16,506	931	6,507,047	9,413,886	2,967,040	15,920,933	4,672·62	TOTAL.	
								Assisted Companies.	
...	...	...	47,331	4,139	50,424	51,470	2,315·34	TÁRAKESHWAR	XXXVI
...	8	2	...	...	13,436	13,436	2,805·01	DROGHUE	XXXVII
2	181	12	32,207	40,942	55,536	73,149	1,091·78	ROHILKHAND-KUMAUN (d) ...	XXXVIII
3	147	...	37,751	90,198	...	127,949	2,508·80	DARJEELING-HIMALAYAN ...	XXXIX
1	519	12	19,044	117,086	57,133	136,130	1,745·26	DIBRU-SADIYA	XL
...	41	1	5,096	7,096	...	12,192	1,524·00	THATÓN-DEYINZÁIK	XLI
6	896	27	141,429	259,461	176,529	414,326	1,793·46	TOTAL.	
								Lines owned by Native States and worked by Companies.	
...	...	...	...	...	...	...	...	KHÁMGAON	XLII
...	...	...	...	...	...	...	...	AMRÁOTI	XLIII
...	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	XLIV
19	654	44	255,880	398,930	334,513	654,810	1,850·95	THE NIZAM'S GUARANTEED STATE (e) ...	XLV
...	187	6	38,673	39,554	48,630	78,227	1,188·32	THE GAEKWAR'S DABHOI	XLVI
...	...	...	14,747	26,007	19,723	40,754	1,469·67	THE GAEKWAR'S MEHSÁNA	XLVII
...	...	...	9,403	3,476	12,786	12,879	1,461·86	THE GAEKWAR'S PETLÁD	XLVIII
19	841	50	318,703	467,967	415,652	786,670	1,724·74	TOTAL.	
								Lines owned by Native States and worked by State Railway agency.	
...	...	...	47,015	98,014	93,604	145,029	1,343·61	RÁJPURA-BHÁTINDA	L
...	...	...	...	...	...	...	...	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LI
...	...	...	47,015	98,014	93,604	145,029	1,343·61	TOTAL.	
								Lines owned and worked by Native States.	
3	120	4	55,854	60,470	97,184	116,324	938·10	JODHPORE	LII
6	864	36	313,050	248,246	304,006	561,296	1,684·31	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBAN-DAR.	LIII
3	97	4	79,700	49,391	73,498	129,091	1,373·31	MORVI	LIV
12	1,081	44	448,604	358,107	474,688	806,711	1,463·42	TOTAL.	
								Foreign Lines.	
2	115	9	49,470	80,011	30,449	129,481	2,538·84	WEST OF INDIA PORTUGUESE ...	LVI
...	...	...	...	...	...	...	...	PONDICHERRY	LVII
2	115	9	49,470	80,011	30,449	129,481	2,538·84	TOTAL.	
1,238	67,720	2,948	21,767,891	30,655,919	20,208,704	52,437,246	3,231·27	Total of all Railways.	

(e) Includes the Bezváda extension and 3·10 miles worked over twice by each train.
(f) Upper class.
(g) Lower class.
(h) 4 upper class and 4 saloons.
are not included in the totals.

CHAPTER XII.

Flood damages.

The year 1890 was marked by exceptionally heavy rains and floods, which caused extensive damage to nearly all the railways in India.

The floods in the districts through which the Oudh and Rohilkhand, Eastern Bengal, Bengal and North-Western, Bengal Central, Madras, and the Sind-Pishin railways pass were the highest on record, and the damage caused to these lines was considerable.

In the following paragraphs, details are furnished of the principal flood damages during the year :

Tirhoot State Railway.

2. Abnormally heavy floods occurred along the Durbhunga-Bairagnia branch (whilst open for goods traffic only), and the railway bank one mile out of Durbhunga was cut in three places to let off impounded water which was helping to flood the town of Durbhunga. The gaps were bridged over within five days and goods traffic resumed.

Bengal and North-Western Railway.

3. In August very heavy floods were experienced on the Gogra, which affected the Ajodhya (Lakarmandi Ghât) station, carried away some 1,500 feet of foreshore and a small siding about 1,500 feet long, and flooded the station yard to rail level.

The effects of the same floods were also felt 200 miles lower down the river at miles 30 to 34, where the water topped the rails, causing two breaks in the main line aggregating 166 feet in length, and necessitating the suspension of traffic for a week before the breaches could be repaired. Damage was also caused by floods in the Rapti river, where an overflow into the Rohin river caused a heavy scour at the Rohin bridge, 8 spans 80 feet. The earth-work of the west abutment was washed away to the sleepers, but no suspension of traffic occurred.

The floods on the Gogra were the highest yet recorded.

Bengal-Nágpur Railway.

4. From the 1st to 12th of July the rain was so continuous and heavy that the line on the newly opened section, Biláspur to Raigarh, sank to such an extent as to necessitate partial stoppage of traffic. The principal sinkages occurred at the following mileages :

Son Bank, mile 294.—Line blocked over about a mile, and transhipping resorted to from 1st to 5th July.

Kotri Bank, mile 305½.—Line blocked, and transhipment rendered necessary from 9th to 14th.

Borai Bank, mile 307 to 308.—Line blocked ; transhipping necessary from 1st to 14th.

Mand bridge approaches, mile 323½ to 324.—Line blocked ; transhipping necessary from 1st to 6th.

By dint of hard work, however, the line was again fit for running on the 16th July.

The two banks that failed the previous year, *viz.*, the Sheonath No. 1 and Kumbhári at miles 160 and 182, gave some little trouble this year, and kept constantly slipping during the latter end of July and early part of August on account of the heavy and continuous rain that fell during that period. The slips were, however, quickly repaired, so that transhipment of mails and passengers was only necessary on two days.

Indian Midland Railway.

5. On the morning of the 25th June, the line on the Mánikpur section was breached in three places between miles 408 and 411, the width of the breaches being 50 feet in two cases and 10 feet in the other. The line was closed to traffic for 56 hours, and passengers and mails had to be transhipped by trollies.

On the 13th, 14th, and 15th of July very heavy rain fell in the neighbourhood of Bhílsa from mile 87 to mile 89, damaging the high banks on both sides of the Betwa bridge to such an extent that traffic was interrupted from 7 A.M. on 13th to 12 o'clock on the 15th July. The same heavy rain did serious damage to the banks at miles $\frac{43}{44}$, $\frac{47}{48}$, and also at mile $\frac{8}{10}$.

Rajputana-Malwa State Railway.

6. There was very heavy rain on the 22nd June between miles $\frac{72}{71}$ and $\frac{73}{71.5}$ near Hindaun Road, on the Agra branch. A tank at Rainie, in the Ulwar State, 3 miles north of Rámpura station, burst, and the line was breached in several places. The damages were repaired on the 24th June.

Southern Mahratta Railway, including the Mysore section.

7. Owing to heavy rain on the gháts on the 30th May, boulders and earth fell from the tops of the cuttings at miles $257\frac{3}{4}$ and $265\frac{1}{2}$, Poona branch, covering the line for about 50 feet at each place. On the 10th June a large boulder fell from the side of the hill at mile $257\frac{3}{4}$, and broke the stone wall protecting the bank. This permitted the water to flow across the bank behind the abutment of the 10 feet arch bridge, and caused a serious slip in the earthwork extending to a depth of 80 feet, and leaving 45 feet of permanent-way hanging. The line was repaired on the 12th June.

Owing to heavy rain on the 4th June, the Nála diversion at mile $\frac{171}{13}$ on the Bijápúr branch became partially choked in consequence of the silting of the black soil from the adjoining fields. About 16 feet of the embankment was washed away.

On the 13th June the line between Kurnool Road and Malkapuram was washed away at several places. The diversion at mile $\frac{48}{16}$ from Guntakal was topped by the flood, and four rail lengths washed away. The water also scoured away the bank to a depth of 6 feet on either side of the 2-feet rail opening at mile $\frac{45}{16}$, and flooded the adjacent cutting. Through communication was restored on the following day. The line was again breached on the 4th October in five different places between miles 45 and $\frac{47}{4}$ owing to the waterway of the bridge and culverts being insufficient to carry away the rain water. The line was considerably damaged, but the breaches were repaired on the 6th.

On the 22nd July the bank at mile $\frac{25}{4}$, between Khanapur and Desur, slipped for a distance of about 20 feet.

Incessant rain fell for four days on the gháts, Bellary-Kistna section, and on the 5th August a serious slip occurred in cutting No. 42 at mile 251 between the Dhorabavi and Dhoratangi viaducts, and about 20,000 cubic feet of rock and moorum fell on the line.

On the 9th of September a portion of the Poona branch suffered heavily from the rains. The loose earth overlying the rock on the north side of the cutting at mile $\frac{265}{16}$ between Phursangi and Rajewadi became detached and fell across the line. Slips also occurred at miles $257\frac{5}{8}$ and $258\frac{1}{2}$. At mile 260 the water accumulated on the up-stream side of the line, and, forcing its way through the toe of the bank, caused the earthwork to slip.

On the 2nd October 20 feet of the 3 feet bank of black cotton soil at mile $\frac{130}{9}$ on the main line, was washed away by heavy rain. The bank was pitched and a drain cut in the side, and the line was restored on the evening of the same day.

North Western Railway.

8. Very extensive damage was caused to the Quetta loop and to the Sind-Pishin section by the heavy rains of July and August; the parts most affected were the Mach-Kolpur and the Sharigh-Dirgi sections. No damage of any consequence occurred on the other sections of the North Western main line except in the Kurrachee district, where the Malir bridge diversion was repeatedly breached from July to December, although no serious delays to traffic occurred.

The floods which came down the Bolan on the 11th August were by far the heaviest yet recorded, especially above Hirók and Kundlání gorge, and they completely wrecked the high level line from Kolpur to a mile below Dózán. Considerable damage was also done to the line as far as Hirók, and almost the whole of the temporary line below Hirók down to Áb-i-Gum was carried away or silted up.

The total damage in material lost is estimated at about one lakh of rupees, and it would require an expenditure of about seven lakhs to restore the road.

In the Sharigh district the most serious damages occurred in August and November. On the 11th August a number of wash-outs occurred between miles 211-213, and a heavy flood in the Násák river topped and demolished the training bunds at the Násák station, carrying away three of the piers of the bridge near that station.

On the 27th November the revetment above the mouth of the tunnel near Bábar Kachh was carried away, causing a breach 200' long and 30' deep, which interrupted traffic for several days.

Oudh and Rohilkhand Railway.

9. The heavy rainfall which occurred in the Himalayas during the last fortnight of July caused very high floods in the rivers which carry off this drainage. On the 31st July the Rámghanga river near Bareilly rose 1·31 feet above the highest recorded level, which was that of 1880. On the 2nd August the Ganges at Rájghat, on the Aligarh branch, was 0·10 feet higher than any previous record; and on the 7th August the same river at Cawnpore was 0·75 feet higher than it had ever been known to be before.

Near both Bareilly and Cawnpore, as far as the eye could reach, the flooded country was one continuous sheet of water held up by the railway embankment, through the bridges of which the current was rushing with great velocity. In both these floods, before the banks burst, the level of the water was 3 feet higher on the up-stream side of the railway embankment than it was down stream.

The large bridges over the Ganges at Rájghat and Cawnpore and over the Rámghanga near Bareilly remained uninjured.

The smaller bridges also held out, but near Bareilly the rush of the water seeking the nearest bridge, and running parallel to the embankment, created eddies which, on the 1st August, eroded the bank behind the abutment of a bridge situated between Basháratganj and Rámghanga, and about one mile distant from the right bank of the Rámghanga river. This was the most serious breach. The water poured through the opening with great velocity, and soon widened it to a gap which, on the morning of the 2nd August, was 272 feet wide and 51' 6" deep below rail level. About 1½ miles further on towards Basháratganj the eddies had made a breach 60 feet long and 20 feet deep, and at mile 364, a little way out of Basháratganj, the bank was half penetrated behind the abutment of a bridge. Temporary arrangements were at once made for crossing the passengers and mails over these breaches by boats and trollies.

The flood in the Rámghanga fell very slowly, and for the first five days the current made it difficult to get soundings, whilst no soil could be procured within a reasonable distance with which to make a bank. On the 6th, however, a diversion 3,500 feet long was commenced up stream of the breach, and this was opened for public traffic on the 15th August, and was used till the 20th September, when the main line was re-opened for public traffic.

On the 2nd August the railway embankment in the low-lying khadir land near Rájghat between Dhanári and Babrála on the Aligarh branch was seriously threatened by the spill from the Ganges, which came down in the highest flood

on record, but no breach actually occurred, though the passage of trains was a subject of anxiety for some days.

The khadir land near Cawnpore did not escape so fortunately. On the 4th August the water had risen so high that night running was stopped. By the evening of the 5th the water had risen nearly to rail level, and trains could no longer run over the line between Cawnpore bridge and Unao. On the same night the floods topped the bank and breached it in five places. The breaches were all contained within one mile of railway, and aggregated 1,150 feet in length, and varied from 13 to 33 feet in maximum depth.

On the 5th and 6th August no passengers could be crossed, and for 28 days afterwards considerable difficulty was experienced in arranging for their transshipment. Through communication was not restored until the 4th September.

The first cost of restoring through communication near Bareilly and Cawnpore was Rs. 34,800, and further expenditure will be necessary to protect the new banks with stone.

A Committee has been appointed by Government to consider what measures should be adopted to protect this railway from the effects of future floods.

Eastern Bengal State Railway, including the Bengal Central Railway.

10. The line suffered most severely from rain and floods throughout its length. The floods were of an extraordinary character, and all the most important rivers showed a higher flood level than any previously recorded. The rainfall during August, especially in Northern Bengal and Behar, was unusually heavy, which resulted in several breaches in the Jatrapur line (a short length on the Kaunia-Dharlla branch), and traffic had to be suspended for a time. During the same month the wing-wall of a bridge on the 71st mile, Behar section, failed.

On the 15th August the Ganges reached its maximum height at Damukdia, where it was only six inches below rail level, and about the same time the floods washed away the spur of the bridge at mile 104. On the 22nd August severe scour occurred at the Gorai bridge, and 3,000 cubic feet of stone had to be thrown round one of the piers.

Rather late in the season the Laltikuri bund burst, and this brought an enormous volume of water against the railway embankment, the greatest stress being felt in the neighbourhood of Bogoola. On the last day of August the flood topped the rails at mile $\frac{5}{5}$, and early in September two piers of the bridge at mile $\frac{5}{15}$ sank from the scour to which they were subjected. Pitching stone was thrown in in large quantities, and eventually the bridge was temporarily repaired. Goods traffic was resumed after an interruption of four days only, and passenger trains were run through a few days later.

The break at Bogoola was followed on the 30th September by a breach in the embankment about 70 feet wide at Nawabganj, mile 63 on the Northern section, and on the 16th October by the scouring out of a bridge and other damage on the Kurigram line. The breach on the main line was quickly repaired; but a diversion was necessary round the damaged bridge on the Kurigram line, and communication was not restored until the 25th of the month.

On the 18th of October the line was breached at the Koolie bridge, mile $\frac{5}{6}$, Behar section; but the damage was repaired on the following day.

The Dacca section was also severely tried by floods, and the rails were under water for a short length between Dacca and Náráyanganj. Two bridges on this section were also damaged by the heavy rain in May. At one of them in the 37th mile passengers had to be transhipped from the 27th May to the 4th June.

The Central section, Bengal Central railway, was also severely damaged by the floods, and from the 2nd to the 9th September the line was breached in many places between Benapol, 54th mile, and Jádabpore Nábharan, 59th mile. There were 14 breaches altogether, ranging from 10 feet to 700 feet in length, and the through running of trains was not re-commenced until the 24th October.

On the 22nd October a cyclone, accompanied by exceedingly heavy rain, passed over a portion of the Jessore district, crossing the railway between Nawapára and Khoolna. A culvert was damaged, but it was soon repaired, and the passengers by one train only had to be transhipped.

The bank near Dum-Dum station was also injured by the heavy rain, but no great interruption to traffic was caused.

At Damukdia very great trouble was caused early in September by an unexpected and rapid fall of the river, which prevented the steamers from approaching within a mile of the shore. Passengers were warned not to travel, and on the 7th September those who went had to be ferried from the shore to the steamer in jolly boats. On the 16th September the Raita extension was opened, and there was no further inconvenience.

Nalháti State Railway.

11. In August there was a heavy flood between the 27th and 28th miles consequent on the embankment along the river Bhagirathi having given way at Rajaganj and Barranagar. The water rushed through culverts Nos. 53 and 54 with great force, and breached the line in three places. This necessitated the stoppage of goods traffic from 14th August to 10th September 1890, but passengers and mails were carried without any interruption over the flooded portion by boats and trollies.

Jorhat State Railway.

12. In the latter part of April the Brahmaputra river rose to such a height that the Chur line had to be abandoned, and at Gosáigáon the river cut so far into the bank that the goods shed there had to be removed to prevent its being washed away. The river also washed away all the sidings at this place, causing great inconvenience to traffic.

The floods on the Titábar section were heavier than usual, and washed away a 12 feet open culvert. The culvert was temporarily rebuilt with sleeper cribs, and no delay to traffic was caused.

Great Indian Peninsula Railway.

13. On the 24th July, at tunnel No. 2, Bhor Ghát, about 5 tons of rock fell on the line, covering it for a length of about 60 yards. The up line was cleared at once, but the down line was blocked for two hours.

Owing to very heavy rain on the previous night, the line between Kalyán and Titvála was, on the 7th August, flooded to a considerable distance, and breached in several places, both on the up and down lines, the more serious breaches being between miles 38 and 39.

A large quantity of water was accumulated by heavy rain on the 4th October at mile 77, north-east line, between Kására and the Thul Ghát reversing station, and a portion of the embankment on the up line, outside tunnel No. 2, was washed away. The damage was promptly repaired.

Bombay, Baroda and Central India Railway.

14. On the 12th June two large gaps were made in the road by heavy rain between Surat and Amroli, one gap being 18 feet by 5, and the other 12 feet by 5.

The same part of the line was visited by heavy rain on the 20th June. The flood travelled along the bank about a quarter of a mile south of the Mindola bridge at mile $\frac{155}{16}$ between Maroli and Sachin, and completely breached it for a length of about 35 feet. A strong temporary bridge was put up across the gap, and the line was restored on the 24th June.

In consequence of heavy rain on the 11th August, the banks between Boria and Anand subsided to such an extent that traffic had to be suspended until the road was properly packed.

Madras Railway.

15. The south-west line between miles 309 and 344 sustained considerable damage from exceptionally heavy rains and floods on the 28th and 29th October.

At mile 311 the flood topped the line, covering the rails with 3 feet of sand. At several other places the water rose over the line washing away ballast and small portions of the embankment. At mileage $\frac{336}{11.12}$ four chains of bank, 9 to 12 feet in height, were carried away. At $\frac{343}{6.8}$ mileage, six and a half chains of bank were breached, leaving gaps, one 140 feet long and 12 feet deep, and one 100 feet long and 6 feet deep. Traffic was resumed four days after the occurrence of the accident.

The Pálghat branch was at the same time badly injured in several places, the bank being completely washed away in four places, leaving gaps from 75 to 160 feet in length and 9 to 15 feet in depth. At the Koilpathi bridge the water rose to rail level, 19 feet 6 inches over the highest recorded flood. The bridge, however, sustained no serious damage. Owing to the large amount of earthwork that was necessary to repair the breaches and the difficulty of obtaining labour during the Deepavali festival, this branch was not opened for traffic until 24th November.

South Indian Railway.

16. Early on October 30th, owing to continuous rain and the failure of an irrigation culvert, the railway embankment between Pásur and Unjalúr was breached, entailing the transhipment of passengers during the day and the stoppage of goods traffic till next morning.

The Gaekwar's Dabhoi Railway.

17. On August 11th the line was flooded between miles 30 and 31 on the Bodeli extension. At one place the ballast was washed away for about 300 feet.

Morvi Railway.

18. Very heavy rain set in on the afternoon of the 17th June, and the line between miles 45 and 47 soon showed signs of damage, the water banking up and flowing over the embankment. The ballast and earth were washed away at many points. The same heavy rain extended to the section between Vánkáner and Rájkot, and the new banks sank in places.

CHAPTER XIII.

Accidents.

The following statement gives the total number of persons killed and injured in connection with railway working during the year 1890 as compared with 1889 :

STATEMENT No. 40.

Year.	PASSENGERS.						SERVANTS.						OTHER PERSONS.										Total all classes.	
	From acci- dents to trains, roll- ing stock, permanent- way, &c.		By acci- dents from other causes, in- cluding accidents from their own want of caution or mis- conduct.		Total.		From acci- dents to trains, roll- ing stock, permanent- way, &c.		By acci- dents from other causes, in- cluding accidents from their own want of caution or mis- conduct.		Total.		Whilst passing over rail- ways at level cross- ings.	Trespass- ers.	Suicides.	Miscellane- ous, not included in preceding columns.		Total.						
	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.	Killed.	In- jured.
1889 ...	27	155	45	145	72	300	7	30	153	585	165	615	14	15	194	76	65	6	24	12	207	109	534	1,024
1890 ...	1	24	42	136	43	160	19	29	141	485	151	514	12	11	168	75	64	3	16	12	260	101	454	775

The following are brief particulars of some of the more important accidents which occurred during the year :

East Indian Railway.

2. On the 4th June a serious accident was caused by a collision which took place between Jaswantnagar and Etawah between a down goods train and a ballast train. The collision was stated to have been caused by the reckless driving of the driver of the down goods train. Two railway coolies were killed and four injured.

The brake-van and one truck of the ballast train were destroyed and two other trucks much damaged. Six wagons of the goods train and the engine were also damaged.

On the 14th June some loaded wagons, after being placed on a siding at Mokameh, rolled foul of the points, and a passenger train entering the station came into collision with them. One wagon was derailed and several vehicles damaged.

On the 16th November a fire broke out in the goods shed at Sahebgunge, damaging the wooden platform and goods to a serious extent.

Bengal and North-Western, including the Tirhoot State Railway.

3. On the 4th December a down mixed train, when backing into Mozufferpore station, was put on to the wrong line, and collided with a pilot engine. One brake van and two wagons were damaged.

Bengal-Nágpur Railway.

4. On the 29th June the up mail ran into a quantity of debris and boulders that had slipped from a cutting at mile 108. The cow catcher was bent, and the foot-boards of the brake-vans and all the carriages were carried away by a large boulder, weighing about 12 tons, which was lying a little over a foot from the outside rail. The cutting in question will be widened to prevent such slips in future.

Indian Midland Railway.

5. On the 25th April nine third class carriages which were standing at the Gwalior station were blown away by a severe storm, and ran into Morar station, where they collided with a material train. All the carriages were damaged. One railway cooly was killed and two were seriously injured.

On the 24th June the tender and 13 vehicles of the down mail train were derailed at mileage $\frac{93}{9}$ near Bhilsa owing to the line having sunk from the effects of abnormally heavy and continuous rain. The damage to rolling stock and permanent-way was comparatively slight.

Rajputana-Malwa State Railway.

6. On the 10th February the axle of a loaded covered goods wagon, which was attached to an up-fast goods train, broke at mile $\frac{508}{1518}$ between Umardeshi and Chhápi owing to a flaw in the metal. The train proceeded as far as mile $\frac{509}{2}$, when the wagon, with 13 others, left the rails and capsized. The road for about two telegraph posts was torn up. Both rolling stock and permanent-way were seriously damaged. One brakesman had his right leg fractured, and another, who was jammed between two wagons, died of the injuries he received.

On the 11th May a trolley, which was following an up mixed train, ran into the rear brake of the train at mileage 327 near Kálakhund station, and an employé, who was sitting on the trolley, had his left leg fractured.

Southern Mahratta Railway, including the Mysore section.

7. On the 22nd April a down mixed train collided with an up goods at Khanapur station through the carelessness of the assistant station master, who failed to take the necessary precautions after giving line-clear to the down train. Two firemen of the down train were slightly hurt, and two wagons were damaged.

On the 22nd May three passengers and a traffic inspector were slightly injured at Pachhapur station owing to all the vehicles of a down passenger train, except the rear brake-van and the engine, having been blown off the line by a strong wind.

On the 13th August there was a slight collision between an up and a down passenger train at Bangalore. Owing to the points for the platform line not having been properly set, the up train ran on to the line where the down train was standing. The trailing wheels of the front brake-van of the up train were derailed. Both the engines and a second class carriage were damaged. Two passengers were slightly hurt by the shock.

The driver of a down goods of the 6th September, having lost control over his engine, ran through Salpa station. Before he could back into the station, an up passenger train came in and collided with the down goods, derailing two wagons of the latter. Considerable damage was done both to rolling stock and permanent-way. The guard, driver, and four passengers of the up train were slightly injured.

On the 10th October an up mixed train collided with a down mixed on the platform line at Háspet station owing to the points not having been properly set. The engine of the up train sustained severe damages, and four goods vehicles were derailed. Sixteen wagons and two coaching vehicles were more or less damaged. Fortunately no passenger was injured.

On the 9th of November a brake-van of a ballast train, which was being brought on to the main line at Devanur station, collided with an engine, causing death to two railway coolies who were hand shunting the brake-van. The under guard, who was at fault, was prosecuted, and sentenced to six months rigorous imprisonment.

On the 18th December an up passenger train arrived at Gunji, and was brought to a stand on the platform line. The second line was blocked with eleven fuel wagons, when a down passenger train arrived. A red signal was exhibited, but before the train could be stopped, it collided with the wagons. Nine passengers and the guard were slightly injured.

North Western Railway.

8. On the 13th May a down goods train while entering Sann station collided with an up goods train then standing on the water column line at the Ámri end of the yard. The engines of both trains were damaged, and the permanent-way was slightly cut up.

On the 21st May a passenger train from Ferozepore while entering Ráewind station ran into an up goods train, which was at the time being shunted on to another line in the yard. Seven wagons and four coaching vehicles were smashed. The engine of the passenger train was also slightly damaged. The head guard of the passenger train was slightly injured through jumping off his brake before the collision occurred. The accident was due to the driver of the passenger train entering the station at excessive speed against signals and before the advertised time. He was prosecuted, and on conviction was sentenced to one month's imprisonment.

On the 26th May a permanent-way inspector's trolly was run over by a goods train on the Nara bridge between Sání and Rohri, one of the two trollymen being seriously injured.

On the 8th June two empty and one loaded wagon detached from a goods train were blown away from Phagwára station yard by a sudden storm whilst being hand shunted to the goods shed. The empty wagons, which were ahead of the loaded one, ran into the tender of a shunting engine standing on the main line at Phillour, both tender and wagons being considerably damaged. The loaded wagon ran through Phillour, and collided with an up goods train at the north distant signal at Ladhová, resulting in the buffer beam of the engine and the wagon with its contents being badly damaged.

On the 26th of June, through the failure of a coupling, the rear portion of an up goods train parted at the upper catch-siding at Fuller's camp station, and on the heavy incline at this place overtook and collided with the front portion. The damage done to the engine and rolling stock was considerable, and two railway servants were injured.

On the 6th August the engine and 11 wagons attached to a down mixed train were derailed across the main line entering Meean Meer East station. The engine and wagons, as well as the permanent-way, were considerably damaged, and the main line was blocked till 15 hours the next day, when a diversion was completed to admit of trains passing. The accident was reported to be due to the splitting of the train through the points having been tampered with.

On the night of 28th November a down goods train was derailed between Umballa Cantonment and Kesri on mile 192½, two hundred feet on the Lahore side of a bridge of a single 75 feet span girder. The engine ran over a small buffalo, which derailed the second wagon from the engine. This wagon ran over the ballast without derailing the others until it came on to the bridge, where one or more wagons were derailed, and telescoped one into the other. Eight of the wagons were smashed and two were slightly damaged. The down stream foot-way of the bridge was completely demolished, the permanent-way damaged, and the line blocked for ten hours.

Eastern Bengal State, including the Bengal Central Railway.

9. On the 21st February, at mile 3½ on the Ránaghat branch, Central section, a down train ran over four carts, causing death to one cartman and three bullocks, and injuring the three other cartmen.

On the 3rd August a serious accident occurred on the Behar section. Very heavy rain had been falling for some days, and the whole country near the line was flooded. This loosened the bank to such an extent that when an up mixed train, which consisted of an E class engine, 11 covered goods wagons next the engine, 10 coaching vehicles, and a rear brake-van, was travelling between Bársoi and Nágar, 11 wagons were derailed, 5 of them falling into the water. The engine kept the rails. No one was injured, and the damage to permanent-way and rolling-stock was inconsiderable.

Cherra-Companyganj State Railway.

10. On the 28th of September the train from Thariághát ran over an iron bolt which had been maliciously inserted in the joint between two rails. Eight trucks next the engine were derailed, and one trolley man and two transport coolies were slightly injured.

Burma State Railway, including the Toungoo-Mandalay extension.

11. On the 5th October the tender of the engine and 13 carriages of a mail train were derailed at mile 54 on the Irrawaddy section of the line. This accident was caused by the fish-plate joints having been maliciously undone, the joint sleepers lifted, and the rails slewed about 2 inches. One passenger, a Burmese boy, was killed and three passengers slightly injured. The damage to rolling stock was considerable.

On the 23rd October an up goods train collided with a down mixed in Pyuntaza station yard owing to the driver of the former train running against signals. Considerable damage was done to the rolling stock and the permanent-way. The station building was also slightly damaged.

Great Indian Peninsula Railway.

12. On the 22nd April a collision took place between an up goods and a down goods train at Boribyál in consequence of the head pointsman having failed to lock the facing points for the main line to allow the up train to run through. This accident resulted in slight injuries to the driver and head guard of the latter train.

On the 3rd May, at the Victoria Terminus, an up passenger train, owing to the carelessness of the signalman who had lowered the up signal when the up line was not clear, collided with a train of empties which was standing foul of the main line. A passenger and the driver and fireman of the up train were injured, the two latter slightly, and the rolling stock and engine much damaged.

On the 4th June the engine of an up mail train came into contact with two small water-tanks which had been blown on to the rails by a heavy storm at mile 298·66, South-East line, between Kadabgaon and Hotgi. The engine and first brake-van left the rails, and ran down the bank at the Ingola bridge, while the third class carriage nearest to the engine and five other vehicles were derailed. The guard and fireman were injured, and considerable damage was done to rolling stock.

Madras Railway.

13. On the 19th September the North-West line mail to Madras, when leaving Puttúr station, collided with the rear vehicles of an extra train which stood fouling the points. Three wagons and the guard's van of the extra train and the engine of the mail were derailed. The passengers sustained no injuries, but the derailed vehicles were somewhat damaged.

South Indian Railway.

14. On the 11th September six wagons of a goods train were derailed at the southern points of Kódambákam station, and precipitated down the embankment. The derailed vehicles were considerably damaged, the headstocks, couplings, and brake-gear suffering most.

Bhávnagar-Gondal-Junágarh-Porbandar Railway.

15. On the 7th May the rear vehicle of an up train got derailed in Láthi station yard. The vehicle was dragged to mile $\frac{65}{10}$, where it had to be thrown down the bank to clear the road. Considerable damage was done to the permanent-way.

Accidents to trains.

16. An abstract of the accidents to trains during 1890 is given below :

Statement No. 41.

Serial No.	Class of Accidents.	NUMBER OF ACCIDENTS.		DURING 1890.					
				NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL.	
		1889.	1890.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains or parts of passenger trains ...	7	8	...	2	...	...	...	2
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line ...	43	39	...	10	...	5	...	15
3	Collisions between goods trains or parts of goods trains ...	93	76	...	...	6	8	6	8
4	Collisions between light engines ...	13	16	...	...	...	...	...	...
5	Passenger trains or parts of passenger trains leaving the rails ...	71	81	1	3	...	...	1	3
6	Goods trains, or parts of goods trains, engines, &c., leaving the rails ...	333	244	...	...	...	1	...	1
7	Trains or engines travelling in the wrong direction through points ...	42	57	...	...	...	2	...	2
8	Trains running into stations or sidings at too high a speed ...	11	5	...	4	...	2	...	6
9	Trains running over cattle on the line ...	1,295	1,450	...	...	1	...	1	...
10	Ditto over obstructions on the line ...	121	148	(a) 1	(b) 7	1	3	2	10
11	Ditto through gates at level-crossings...	48	56	...	(a) 1	...	1	...	2
12	The bursting of boilers of engines ...	...	...	...	...	...	...	...	...
12 (a)	The bursting of tubes, &c., of engines ...	99	131	...	...	...	1	...	1
13	The failure of machinery, springs, &c., of engines ...	246	331	...	...	...	...	...	...
14	The failure of tyres ...	5	9	...	...	...	...	...	...
15	Ditto of wheels ...	4	6	...	...	...	...	...	...
16	Ditto of axles ...	94	65	...	...	1	1	1	1
17	Ditto of brake apparatus ...	7	6	...	...	...	...	...	...
18	Ditto of couplings ...	171	205	...	...	...	...	...	...
19	Ditto of tunnels, bridges, viaducts, culverts, &c. ...	2	4	...	...	...	...	...	...
20	Broken rails ...	47	50	...	...	...	...	...	...
21	The flooding of portions of permanent-way ...	135	108	...	...	...	...	...	...
22	Slips in cuttings or embankments ...	31	58	...	...	...	...	...	...
23	Fire in trains ...	148	181	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts ...	40	51	...	...	...	...	...	...
25	Other accidents ...	207	201	...	3	1	5	1	8
TOTAL ...		3,313	3,586	(c) 2	(d) 30	10	29	12	59

The mean mileage open, train-mileage run, and number of passengers in millions, excluding the West of India Portuguese railway, were 16,177, 52,307,765, and 113½ respectively against 15,331, 51,047,578, and 110½ respectively during 1889.

The number of train accidents per 1,000 train miles was 0·07. One passenger only was killed. Out of the 113½ millions of passengers travelling, 24 passengers were injured, or an average of one per 4¾ millions. The total number of passengers killed and injured, viz., 25, gives an average of 191 millions of miles travelled for each casualty.

(a) Not a passenger.
(b) Of these, 5 were not passengers.
(c) Of these, 1 was not a passenger.
(d) Of these, 6 were not passengers.

APPENDICES.

	PAGE.
(A) ADDITIONS TO OPEN MILEAGE FROM THE 1ST APRIL 1890 TO THE 31ST MARCH 1891	II—III
(B) EXTENSIONS OF LINE SANCTIONED FROM THE 1ST APRIL 1890 TO THE 31ST MARCH 1891	IV—V
(C) LENGTHS OF LINES SANCTIONED AND OPEN FOR TRAFFIC ON THE 31ST MARCH 1891	VI—XII
(D) ANNUAL PROGRESS MADE IN OPENING RAILWAYS FROM THEIR COMMENCEMENT	XIV—XXI
(E) TOTAL APPROXIMATE EARNINGS FROM THE 1ST JANUARY TO THE 4TH APRIL 1891 AS COMPARED WITH THE ACTUALS OF THE CORRESPONDING PERIODS OF 1889 AND 1890	XXII—XXIII
(F) PRINCIPAL COMMODITIES CARRIED, AND THE RECEIPTS THEREFROM, DURING THE YEAR 1890 AS COMPARED WITH THE PREVIOUS YEAR	XXIV—XLI

INDEX.

INDEX OF CONTENTS	XLII—LXI
-----------------------------	----------

Additions to open mileage from the 1st April 1890 to the 31st March 1891.

Serial No.	RAILWAY AND SECTION.	Length in miles. *	Date of opening.	REMARKS.
	State Lines worked by Companies.			
III	<i>Tirhoot—</i>			
	DURBHUNGA TO SITAMARHI ...	42	{ 1st July 1890 ... 1st November 1890	{ Goods traffic. Passenger traffic.
	SITAMARHI TO RIGA ...	6	1st January 1891 ...	Goods traffic.
	PERTABGANJ TO KUNWA GHÂT ...	8	14th November 1890	Passenger and goods traffic.
V	<i>Bengal-Nâgpur—</i>			
	RAIGARH TO SAMBALPUR ROAD ...	44 $\frac{3}{4}$	{ 20th April 1890 1st August 1890	{ Goods traffic. Passenger traffic.
	SAMBALPUR ROAD TO GOILKERA ...	104 $\frac{1}{2}$	{ 1st February 1891 28th March 1891	{ Goods traffic. Passenger traffic.
	GOILKERA TO CHAKARDHARPORE ...	20 $\frac{1}{4}$	{ 15th May 1890 .. 28th March 1891	{ Goods traffic. Passenger traffic.
	UMARIA TO BIRSINGHPUR ...	18 $\frac{1}{4}$	{ 11th May 1890... 9th March 1891...	{ Goods traffic. Passenger traffic.
	BIRSINGHPUR TO BILÂSPUR ...	142 $\frac{1}{2}$	{ 1st February 1891 9th March 1891...	{ Goods traffic. Passenger traffic.
XI	<i>Southern Mahratta—</i>			
	NANDYÂL TO CUMBUM ...	62 $\frac{3}{4}$	15th June 1890 ...	{ Passenger and goods traffic.
	KISTNA TO CANAL WHARF STATION ...	1 $\frac{3}{4}$	27th October 1890	
	GHORPURI TO POONA ...	1	4th October 1890	
XIV	<i>South Indian—</i>			
	(<i>Villupuram-Guntakal section.</i>)			
	VILLUPURAM TO TIRUVANAMALAI ...	42 $\frac{1}{2}$	17th November 1890	{ Passenger and goods traffic.
	TIRUVANAMALAI TO TIRUPATI ...	121	18th March 1891 ...	
	TOTAL ...	615 $\frac{1}{4}$		
	State Lines worked by the State.			
XXI	<i>Eastern Bengal—</i>			
	(<i>Southern section.</i>)			
	BALLYGUNGE TO BUDGE-BUDGE ...	13 $\frac{1}{2}$	{ 1st May 1890 ... 1st June 1890 ...	{ Goods traffic. Passenger traffic.
	(<i>Assam-Bihar section.</i>)			
	FORBESGANJ TO ANCHARÂGHÂT ...	13 $\frac{3}{4}$	1st January 1891	Passenger traffic.
XXVI	<i>Burma—</i>			
	KEMMENDINE TO GODWIN'S ROAD WHARF ...	3	15th July 1890 ...	Passenger and goods traffic.
	TOTAL ...	30 $\frac{1}{4}$		
	CARRIED OVER ...	645 $\frac{1}{2}$		

* See also Appendix C.

Additions to open mileage from the 1st April 1890 to the 31st March
1891—concl'd.

Serial No.	RAILWAY AND SECTION.	Length in miles. *	Date of opening.	REMARKS.
	BROUGHT FORWARD ...	645½		
	Assisted Companies.			
XXXV	<i>Delhi-Umballa-Kalka—</i>			
	DELHI TO KALKA ...	162	1st March 1891 ...	Passenger and goods traffic.
	TOTAL ...	162		
	Lines owned by Native States and worked by Companies.			
XLVI	<i>The Gaekwar's Dabhoi—</i>			
	BÁHÁDARPUR TO BODELI ...	12½	16th June 1890 ...	Passenger and goods traffic.
XLVII	<i>The Gaekwar's Mehsána—</i>			
	VIRAMGÁM TO MEHSÁNA ...	40½	1st February 1891	Passenger and goods traffic.
XLVIII	<i>The Gaekwar's Petlád—</i>			
	ÁNAND TO PETLÁD ...	13¼	5th May 1890 ...	Passenger and goods traffic.
	TOTAL ...	66½		
	Lines owned and worked by Native States.			
LIII	<i>Bhāvnagar-Gondal-Junágarh-Porbandar.</i>			
	EXTENSION TO VERÁVAL BANDAR ...	¼	1st December 1890	Goods traffic.
	TOTAL ...	¼		
	Grand Total ...	874¼		

* See also Appendix C.

Extensions of line sanctioned from the 1st April 1890 to the 31st March 1891.

Serial No.	RAILWAY AND SECTION.	Gauge.	Length in miles. *	Date of sanction.	REMARKS.
	State Lines worked by Companies.				
IV	<i>Rohilkhand-Kumaun (Lucknow-Bareilly section)—</i>				
	MAILANI STATION TO THE SOUTH BANK OF THE SARDAH RIVER OPPOSITE PULIA	Metre ...	18	} 3rd December 1890.	
	EXTENSION FROM SARDAH TO DUDWA	Metre ...	8		
XI	<i>Southern Mahratta—</i>				
	KISTNA TO CANAL WHARF STATION ...	Metre ...	1½	7th July 1890.	
XII	<i>Southern Mahratta; Mysore section—</i>				
	BANGALORE TO HINDUPUR (a) ...	Metre ...	54	29th March 1890.	
XIV	<i>South Indian (Villupuram-Guntakal section)—</i>				
	DHARMAVARAM TO THE 10TH MILE TO THE SOUTH	Metre ...	10	29th December 1890.	
	10TH MILE FROM DHARMAVARAM TO HINDUPUR	Metre ...	36	26th January 1891.	
XV	<i>Godhra-Rutlam—</i>				
	GODHRA TO RUTLAM	Standard ...	113	29th October 1890.	
XVI	<i>Máyavaram-Mutupet—</i>				
	TIRUVALLUR TO MUTUPET ...	Metre ...	29	18th June 1890.	
	TOTAL ...		269½		
	State Lines worked by the State.				
XXIX A	<i>Hyderabad-Umarkot—</i>				
	GIDDU BANDAR ON THE INDUS NEAR HYDERABAD TO THE RIGHT BANK OF THE NARA RIVER	Standard ...	77½	5th March 1891.	
XXX	<i>East Coast—</i>				
	BEZVÁDA TO CUTTACK	Standard ...	504½	24th June 1890.	
XXXI	<i>Mu Valley—</i>				
	KAWLÍN TO WUNTHO	Metre ..	18	6th February 1891.	
	KATHA EXTENSION—KATHA TO MANLE	Metre ...	15	10th March 1891.	
	TOTAL ...		615		
	CARRIED OVER ...		884½		

(a) Omitted from Appendix B in last year's report owing to late date of sanction.

* See also Appendix C.

Extensions of line sanctioned from the 1st April 1890 to the 31st March 1891—concl'd.

Serial No.	RAILWAY AND SECTION.	Gauge.	Length in miles. *	Date of sanction.	REMARKS.
	BROUGHT FORWARD ...		884 $\frac{3}{4}$		
	Assisted Companies.				
XLI-A	Nilgiri—				
	METTUPALAIYAM TO COONOR AND OOTACAMUND ...	Undecided...	42	20th June 1890.	
	TOTAL ...		42		
	Lines owned and worked by Native States.				
LV	Jodhpore-Bikanir—				
	JODHPORE TO JODHPORE FRONTIER ...	Metre ...	123 $\frac{1}{2}$	12th May 1890.	
	JODHPORE FRONTIER TO BIKANIR TOWN ...	Metre ...	45 $\frac{1}{2}$	27th September 1890	
	TOTAL ...		169		
	Grand Total ...		1,095 $\frac{3}{4}$		

* See also Appendix C.

Statement showing lengths of lines sanctioned and

Serial No.	RAILWAY.	Name of working company.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1899-00.
					Miles.
	State Lines worked by Companies.				
I	EAST INDIAN	East Indian railway ...	15th Aug. 1854 ...	Standard ...	1,525½
II	PATNA-GYA	East Indian railway ...	21st April 1879 ...	Standard ...	57½
III	{TIRHOOT {BENGAL AND NORTH-WESTERN ...}	Bengal and North-Western railway.	{Transferred from State Transferred from Assist	{Lines worked by ed Companies.	{the State. ...}
	BAREILLY-PILIBHIT ... ..	.....	12th Oct. 1884 ...	Metre ...	91
IV	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION).	Rohilkhand-Kumaun railway	Now includes the Bar Sitapur-Seramau rail	ways.	Lucknow-
V	BENGAL-NÁGPUR	Bengal-Nágpur railway ...	6th April 1880 ...	Standard ...	827
VI	INDIAN MIDLAND	Indian Midland railway ...	1st April 1886 ...	Standard ...	677½
VII	BHOPAL-ITÁRSI (BRITISH SECTION)	Indian Midland railway ...	1st June 1882 ...	Standard ...	13
VIII	RAJPUTANA-MALWA	Bombay, Baroda and Central India railway.	14th Feb. 1873 ...	Metre ...	1,671½
IX	WARDHA COAL	Great Indian Peninsula rail- way.	Transferred from State	Lines worked by	the State.
X	DHOND-MANMÁD	Great Indian Peninsula rail- way.	15th Mar. 1878 ...	Standard ...	145½
XI	SOUTHERN MAHRATTA	Southern Mahratta railway	24th Mar. 1884 ...	Metre ...	1,042
XII	SOUTHERN MAHRATTA, MYSORE SECTION	Southern Mahratta railway	1st Feb. 1881 ...	Metre ...	311½
XIII	BEZVÁDA EXTENSION	The Nizam's Guaranteed State railway.	10th Feb. 1889 ...	Standard ...	21½
XIV	SOUTH INDIAN	South Indian railway ...	Transferred from Lines Companies.	worked by Guar anteed	
	VILLUPURAM-GUNTAKAL	South Indian railway ...	15th Sept. 1887 ...	Metre ...	446½
XV	GODHRA-RUTLAM (e)	Bombay, Baroda and Central India railway.	...	Standard ...	...
XVI	MÁYAVARAM-MUTUPET (e)	South Indian railway ...	...	Metre ...	...
	TOTAL ... ..	.....	...	...	6,829½
	State Lines worked by the State.				
XVII	NORTH WESTERN ... ..	.....	13th May 1861 ...	Standard ...	2,389½
XVIII	AMRITSAR-PATHÁNKOT ... ..	.....	1st Jan. 1884 ...	Standard ...	64½
XIX	JAMMU AND KASHMIR (BRITISH SEC- TION).	.....	15th Mar. 1890 ...	Standard ...	8½
XX	OUDH AND ROHILKHAND ... ..	.....	23rd April 1867 ...	Standard ...	739½
	LUCKNOW-SITAPUR-SEBAMAU ... ..	.....	15th Nov. 1886 ...	Metre ...	104½
	TIRHOOT ... ..	.....	1st Nov. 1875 ...	Metre ...	338
XXI	EASTERN BENGAL ... ..	.....	2nd Jan. 1862 ...	{ Standard Metre ... }	774½
XXII	BENGAL CENTRAL ... ..	.....	16th Oct. 1882 ...	Standard ...	125
XXIII	NALHÁTI ... ..	.....	21st Dec. 1863 ...	4' 0" ...	27½
	WARDHA COAL ... ..	.....	1st Feb. 1874 ...	Standard ...	46½
	CARRIED OVER ... ..	.....	...	...	4,618½

(a) Correction of mileage.

(b) Increase of 31 miles due to the omission of the Bahramghat branch from the statement for the previous year.

(c) Of this length, the section from Gola Gokaran Nath to Pilibhit, 58 miles, was opened for traffic on the 1st April 1891.

(d) Includes 1½ miles to Pit's mouth.

(e) Under construction.

open for traffic on the 31st March 1891.

Total length open on the 31st March 1890.	Length sanctioned during the year 1890-91. *	Length of line sanctioned at the end of 1890-91.	Length opened during 1890-91. †	Total length open on the 31st March 1891.	Length laid with double line.	Length remaining to be finished.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	State Lines worked by Companies.	
1,525½	...	1,525½	...	1,525½	474½	...	EAST INDIAN ...	I
57½	...	57½	...	57½	...	...	PATNA-GYA ...	II
...	...	(a) 338½	56	(a) 338½	...	9½	TIRHOOT ...	} III
...	...	(b) 414	...	376	...	38	BENGAL AND NORTH-WESTERN ...	
36	Transferred to section),—see 26	the Rohilkhand-Kumaun railway No. IV. 221½	...	140½	...	(c) 81	BAREILLY-PILIBHIT.	IV
...	...	...	...	...	...	...	ROHILKHAND-KUMAUN (LUCKNOW BAREILLY SECTION).	
501	...	(a) 833	330½	(a) 833	...	...	BENGAL-NÁGPUR ...	V
677½	...	677½	...	677½	...	...	INDIAN MIDLAND ...	VI
13	...	13	...	13	...	...	BHOPAL-ITÁRSI (BRITISH SECTION)	VII
1,671½	...	1,671½	...	1,671½	1½	...	RAJPUTANA-MALWA ...	VIII
...	...	46½	...	(d) 46½	...	...	WARDHA COAL ...	IX
145½	...	145½	...	145½	...	...	DHOND-MANMÁD ...	X
979	1½	1,043½	65½	(a) 1,043½	...	...	SOUTHERN MAHRATTA ...	XI
296	54	365½	...	296	...	69½	SOUTHERN MAHRATTA, MYSORE SECTION	XII
21½	...	21½	...	21½	...	...	BEZVÁDA EXTENSION ...	XIII
...	46	1,147½	163½	(a) 901	...	246½	SOUTH INDIAN ...	XIV
83	Transferred to the South Indian railway.	...	...	...	...	...	VILLUPUTAM-GUNTAKAL.	
...	113	113	...	...	...	113	GODHRA-RUTLAM (e) ...	XV
...	29	29	...	...	...	29	MÁYAVARAM-MUTUPET (e) ...	XVI
6,006½	269½	8,663½	615½	8,077	475½	586½	TOTAL.	
State Lines worked by the State.								
2,369	...	(a) 2,392½	...	(f) 2,392½	2½	...	NORTH WESTERN ...	XVII
64½	...	64½	...	64½	...	...	AMRITSAR-PATHÁNKOT ...	XVIII
8½	...	8½	...	8½	...	...	JAMMU AND KASHMIR (BRITISH SECTION).	XIX
692½	...	739½	...	692½	...	(g) 47	ODDH AND ROHILKHAND ...	XX
104½	} Transferred to State Lines worked by Companies.	...	...	...	...	...	LUCKNOW-SITAPUR-SERAMAU.	
273							TIRHOOT.	
746½	...	(h) 778½	27½	(h) 777½	29½	1	EASTERN BENGAL ...	XXI
125	...	125	...	125	...	...	BENGAL CENTRAL ...	XXII
27½	...	27½	...	27½	...	...	NALHÁTI ...	XXIII
46½	Transferred to State Lines worked by Companies.	...	...	...	...	...	WARDHA COAL.	
4,457½	...	4,136	27½	4,088	31½	48	CARRIED OVER.	

(f) Includes 113½ miles either temporarily closed or constructed, but not opened.

(g) In abeyance.

(h) Difference due to the length from the 145th mile to Pachooria, 4 miles, hitherto used as a goods siding being now utilised for general traffic, and to minor corrections of mileage.

* See also Appendix B.

† See also Appendix A.

Statement showing lengths of lines sanctioned and

Serial No.	RAILWAY.	Name of working company.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1889-90.
	State Lines worked by the State— <i>concl'd.</i>				Miles.
	BROUGHT FORWARD ...	.....	...	...	4,618½
XXIV	CHEBBA-COMPANYGANJ ...	.....	16th June 1886	2' 6"	15
XXV	JORHÁT ...	.....	15th Dec. 1884	2' 0"	30½
XXVI	BURMA ...	.....	2nd May 1877	Metre	335½
XXVII	TOUNGGOO-MANDALAY ...	.....	11th July 1888	Metre	220
XXVIII	SIND-PISHIN (CHAMAN EXTENSION) (a)	.....	...	Standard	33
XXIX	MIANWALI-MARI (a) ...	.....	...	Standard	27
XXIXA	HYDERABAD-UMARKOT (a)...	.....	...	Standard	...
XXX	EAST COAST (a)...	.....	...	Standard	...
XXXI	MU VALLEY (a) ...	.....	...	Metre	150½
	TOTAL ...	.....	...	...	5,430½
	Lines worked by Guaranteed Companies.				
XXXII	GREAT INDIAN PENINSULA ...	.....	18th April 1853	Standard	1,288½
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA	.....	10th Feb. 1860	Standard	461
XXXIV	MADRAS ...	.....	1st July 1856	Standard	839½
	SOUTH INDIAN ...	.....	15th July 1861	Metre	654½
	TOTAL ...	.....	...	...	3,243
	Assisted Companies.				
XXXV	DELHI-UMBALLA-KALKA ...	East Indian railway	1st Mar. 1891	Standard	162
XXXVI	TÁRAKESHWAR ...	East Indian railway	1st Jan. 1885	Standard	22½
XXXVII	DEOGHUR ...	.....	23rd Dec. 1882	Metre	4½
XXXVIII	ROHILKHAND-KUMAUN (COMPANY'S SECTION).	.....	12th Oct. 1884	Metre	55
XXXIX	DARJEELING-HIMALAYAN ...	.....	23rd Aug. 1880	2' 0"	51
	BENGAL AND NORTH-WESTERN ...	.....	2nd April 1884	Metre	383
XL	DIBRU-SADIYA ...	.....	October 1882	Metre	78
XLI	THATŌN-DUYINZÁIK ...	.....	11th Feb. 1885	2' 6"	8
XLIA	NILGIRI (a) ...	.....	...	...	...
	TOTAL ...	.....	...	...	764
	Lines owned by Native States and worked by Companies.				
XLII	KHÁMGAON ...	Great Indian Peninsula rail- way.	4th Mar. 1870	Standard	7½
XLIII	AMRÁOTI ...	Great Indian Peninsula rail- way.	16th Feb. 1871	Standard	5½
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	Indian Midland railway	18th Nov. 1884	Standard	44
XLV	THE NIZAM'S GUARANTEED STATE ...	The Nizam's Guaranteed State railway.	9th Oct. 1874	Standard	489½
XLVI	THE GAEKWAR'S DABHOI ...	Bombay, Baroda and Central India railway.	8th April 1873	2' 6"	71½
XLVII	THE GAEKWAR'S MEHSÁNA ...	Bombay, Baroda and Central India railway.	21st Mar. 1887	Metre	92½
XLVIII	THE GAEKWAR'S PETLÁD ...	Bombay, Baroda and Central India railway.	5th May 1890	Standard	13½
XLIX	KOLHAPUR (a) ...	Southern Mahratta railway	Transferred from Lines	owned and worked by Native	
	TOTAL ...	.....	...	...	724

(a) Decrease due to the abandonment of the mountain inclines, 7½ miles.
(b) Decrease of 2½ miles as compared with 1889-90 due to change in the cold weather section, the river siding (5½ miles) having been closed and a line (3½ miles) to the Steamer Ghát opened in its place.

open for traffic on the 31st March 1891—contd.

Total length open on the 31st March 1890.	Length sanctioned during the year 1890-91. *	Length of line sanctioned at the end of 1890-91.	Length opened during 1890-91. †	Total length open on the 31st March 1891.	Length laid with double line.	Length remaining to be finished.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	State Lines worked by the State—concl'd.	
4,457½	...	4,136	27¼	4,088	31¾	48	BROUGHT FORWARD.	
7½	...	(a) 7½	...	7½	...	...	CHERRA-COMPANYGANJ ...	XXIV
30¾	...	(b) 28½	...	(b) 28½	...	...	JORHÁT ...	XXV
333	...	(c) 336	3	336	9	...	BURMA ...	XXVI
220	...	220	...	220	...	...	TOUNGGO-MANDALAY ...	XXVII
...	...	(c) 32	...	...	...	32	SIND-PISHIN (CHAMAN EXTENSION) (d)	XXVIII
...	...	27	...	...	...	27	MIANWALI-MARI (d) ...	XXIX
...	77½	77½	...	...	...	77½	HYDERABAD-UMARKOT (d)	XXIXA
...	504½	504½	...	...	...	504½	EAST COAST (d) ...	XXX
...	33	183½	...	...	...	183½	MU VALLEY (d) ...	XXXI
5,048¾	615	5,552½	30¼	4,680	40¾	872½	TOTAL.	
1,288½	...	1,288½	...	1,288½	459	...	Lines worked by Guaranteed Companies.	
461	...	461	...	461	60	...	GREAT INDIAN PENINSULA ...	XXXII
839¼	...	839¼	...	839¼	42½	...	BOMBAY, BARODA AND CENTRAL INDIA	XXXIII
654½	Transferred	to State Lines worked	by Companies.	...	...	...	MADRAS ...	XXXIV
...	...	...	...	...	...	...	SOUTH INDIAN.	
3,243	...	2,588½	...	2,588½	561½	...	TOTAL.	
...	...	162	162	162	...	...	Assisted Companies.	
22¼	...	22¼	...	22¼	...	...	DELHI-UMBALLA-KALKA ...	XXXV
4¾	...	4¾	...	4¾	...	...	TÁRAKESHWAR ...	XXXVI
55	...	55	...	55	...	...	DEOGHUR ...	XXXVII
51	...	51	...	51	...	...	ROHILKHAND-KUMAUN (COMPANY'S SECTION).	XXXVIII
376	Transferred	to State Lines worked	by Companies.	...	...	...	DARJEELING-HIMALAYAN ...	XXXIX
78	...	78	...	78	...	...	BENGAL AND NORTH-WESTERN	
8	...	8	...	8	...	...	DIBRU-SADIYA ...	XL
...	42	42	...	...	...	42	THATÔN-DUYINZÁIK ...	XLI
595	42	423	162	381	...	42	NILGIRI (d) ...	XLIA
...	...	...	...	...	...	...	TOTAL.	
7½	...	7½	...	7½	...	...	Lines owned by Native States and worked by Companies.	
5½	...	5½	...	5½	...	...	KHÁMGAON ...	XLII
44	...	44	...	44	...	...	AMRÁOTI ...	XLIII
329¼	...	489¼	...	329¼	...	(e) 160	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	XLIV
58¾	...	71¾	12¾	(c) 71¾	...	...	THE NIZAM'S GUARANTEED STATE ...	XLV
27¾	...	(c) 92¾	40½	68¼	...	24½	THE GAEKWAR'S DABHOI ...	XLVI
...	...	(c) 13½	13½	13½	...	...	THE GAEKWAR'S MEHSÁNA ...	XLVII
States.	...	28¾	...	...	...	28¾	THE GAEKWAR'S PETLÁD ...	XLVIII
472¾	...	752¾	66½	539½	...	213½	KOLHAPUR (d) ...	XLIX
...	...	...	...	...	...	...	TOTAL.	

(c) Correction of mileage.

(d) Under construction.

(e) In abeyance.

* See also Appendix B.

† See also Appendix A.

Statement showing lengths of lines sanctioned and

Serial No.	RAILWAY.	Name of working company.	Date of first opening for traffic.	Gauge.	Length of line sanctioned at the end of 1889-90.
	Lines owned by Native States and worked by State Railway agency.				Miles.
L	RÁJPURA-BHÁTINDA	North Western railway ...	1st Nov. 1884 ...	Standard ...	108
LII	JAMMU AND KASHMIR (NATIVE STATE SECTION).	North Western railway ...	15th Mar. 1890 ...	Standard ...	16
	TOTAL ...	.....	...	...	124
	Lines owned and worked by Native States.				
LII	JODHPORE ... ..	.....	4th June 1882 ...	Metre ...	124
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-POR-BANDAR.	.....	20th Dec. 1880 ...	Metre ...	329
LIV	MORVI ... ..	.....	11th Mar. 1886 ...	2' 6" ...	93½
	KOLHAPUR ... ..	.....	...	Metre ...	28½
LV	JODHPORE-BIKANER (b) ...	.....	...	Metre ...	...
	TOTAL ...	.....	...	...	575
	Foreign Lines.				
LVI	WEST OF INDIA PORTUGUESE ...	.....	17th Jan. 1887 ...	Metre ...	51
LVII	PONDICHERY	South Indian railway ...	16th Dec. 1879 ...	Metre ...	7½
	TOTAL ...	.....	...	...	58½
	Total of all Railways ...	.....	...	...	17,748½

(a) Correction of mileage.
(b) Under construction.

open for traffic on the 31st March 1891—contd.

Total length open on the 31st March 1890.	Length sanctioned during the year 1890-91.	Length of line sanctioned at the end of 1890-91.	Length opened during 1890-91. †	Total length open on the 31st March 1891.	Length laid with double line.	Length remaining to be finished.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
108	...	108	...	108	...	...	Lines owned by Native States and worked by State Railway agency.	
16	...	16	...	16	...	...	RÁJPURA-BHÁTINDA ...	L
							JAMMU AND KASHMIR (NATIVE STATE SECTION).	LI
124	...	124	...	124	...	...	TOTAL.	
124	...	124	...	124	...	...	Lines owned and worked by Native States.	
329	...	(a) 329½	½	329½	...	...	JODHPORE ...	LII
93½	...	(a) 94	...	(a) 94	...	...	BHÁVNAGAR-GONDAL-JUNÁGARH-POR-BANDAR.	LIII
...	Transferred to	Lines owned	d by Native	e States and	worked by	Companies.	MORVI ...	LIV
...	169	169	...	...	...	169	KOLHAPUR.	
							JODHPORE-BIKANIE (b) ...	LV
546½	169	716½	½	547½	...	169	TOTAL.	
51	...	51	...	51	...	...	Foreign Lines.	
7¾	...	7¾	...	7¾	...	...	WEST OF INDIA PORTUGUESE ...	LVI
							PONDICHERRY ...	LVII
58¾	...	58¾	...	58¾	...	...	TOTAL.	
16,095½	1,095½	18,879	874½	16,996	1,077¾	1,883	Total of all Railways.	

* See also Appendix B.
† See also Appendix A.

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1891—concl'd.

RAILWAY.	Length of line sanctioned at the end of 1889-90.	Total length open on the 31st March 1890.	Length sanctioned during the year 1890-91.	Length of line sanctioned at the end of 1890-91.	Length opened during 1890-91. †	Total length open on the 31st March 1891.	Length laid with double line.	Length remaining to be finished.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Summary.								
State Lines worked by Companies ...	6,829 ³ / ₄	6,006 ³ / ₄	269 ³ / ₄	8,663 ¹ / ₂	615 ¹ / ₂	8,077	475 ¹ / ₂	586 ¹ / ₄
State Lines worked by the State ...	5,430 ¹ / ₂	5,048 ³ / ₄	615	5,552 ¹ / ₂	30 ¹ / ₂	4,680	40 ³ / ₄	872 ¹ / ₂
Lines worked by Guaranteed Companies ...	3,243	3,243	...	2,588 ¹ / ₂	...	2,588 ¹ / ₂	561 ¹ / ₂	...
Assisted Companies ...	764	595	42	423	162	381	...	42
Lines owned by Native States and worked by Companies ...	724	472 ³ / ₄	...	752 ³ / ₄	66 ¹ / ₂	539 ¹ / ₂	...	213 ¹ / ₄
Lines owned by Native States and worked by State Railway agency ...	124	124	...	124	...	124	...	...
Lines owned and worked by Native States ...	575	546 ¹ / ₄	169	716 ¹ / ₄	¹ / ₄	547 ¹ / ₄	...	169
Foreign lines ...	58 ³ / ₄	58 ³ / ₄	...	58 ³ / ₄	...	58 ³ / ₄	...	...
TOTAL ...	17,748 ¹ / ₄	16,095 ¹ / ₄	1,095 ³ / ₄	(a)18,879	874 ¹ / ₄	16,996	1,077 ³ / ₄	1,883

* See also Appendix B.
† See also Appendix A.

	Miles.	Miles.
(a) Length sanctioned at the end of 1889-90 ...	17,748 ³ / ₄	
Add—		
Mileage sanctioned during 1890-91 ...	1,095 ³ / ₄	
Bengal and North-Western railway—Bahramghat branch previously omitted ...	31	
Eastern Bengal State railway—Line from the 145th mile to Pachooria, formerly used as a goods siding, now being utilized for general traffic ...	4	
Difference due to minor corrections in mileage ...	9 ¹ / ₄	
		18,888 ³ / ₄
Deduct—		
Cherra-Companyganj railway—Hill inclines abandoned ...	7 ¹ / ₂	
Jorhāt State railway—Difference between the river siding (5 ¹ / ₂ miles) closed and the new line to the Steamer Ghāt (3 ¹ / ₄ miles) opened in its place ...	2 ¹ / ₄	
		9 ³ / ₄
Net Total length sanctioned at the end of 1890-91		18,879°
Net Total length sanctioned at the end of 1889-90		17,748 ³ / ₄
More mileage at the 31st of March 1891 ...		1,130 ¹ / ₄

APPENDIX D.

* *Statement showing the annual progress made in the length of railways open for public traffic in India since their commencement.*

railways open for public traffic since their commencement.

1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	State Lines worked by Companies.	
927	1,098	1,121½	1,121½	1,347	1,347	1,347	1,347	1,497½	EAST INDIAN	I
...	...	...	...	...	...	...	...	...	PATNA-GYA	II
...	...	...	...	...	...	...	...	...	TIRHOOT	} III
...	...	...	...	...	...	...	...	...	BENGAL AND NORTH-WESTERN ...	
...	...	...	...	...	...	...	...	...	ROHILKHAND-KUMAUN (LUCKNOW- BAREILLY SECTION).	IV
...	...	...	...	...	...	...	...	...	BENGAL-NAGPUR	V
...	...	...	...	...	...	...	...	...	INDIAN MIDLAND	VI
...	...	...	...	...	...	...	...	...	BHOPAL-ITARSI (BRITISH SECTION) ...	VII
...	...	...	...	...	...	...	...	...	RAJPUTANA-MALWA	VIII
...	...	...	...	...	...	...	...	...	WARDHA COAL	IX
...	...	...	...	...	...	...	...	...	DHOND-MANMAD	X
...	...	...	...	...	...	...	...	...	SOUTHERN MAHRATTA	XI
...	...	...	...	...	...	...	...	...	SOUTHERN MAHRATTA, MYSORE SECTION	XII
...	...	...	...	...	...	...	...	...	BEZVADA EXTENSION	XIII
82	82	100½	145½	162½	185½	185½	185½	185½	SOUTH INDIAN	XIV
1,009	1,180	1,222½	1,266½	1,509½	1,532½	1,532½	1,532½	1,683	TOTAL.	
154½	154½	362½	366	412½	412½	630½	666½	666½	State Lines worked by the State.	
...	...	...	...	...	...	...	...	...	NORTH WESTERN	XVII
...	...	...	...	...	...	...	...	...	AMRITSAR-PATHANKOT	XVIII
...	...	...	...	...	...	...	...	...	JAMMU AND KASHMIR (BRITISH SECTION)	XIX
6	6	6	6	48	48	48	48	48	ODDH AND ROHILKHAND	XX
137½	137½	137½	137½	137½	140	140	140	185	EASTERN BENGAL	XXI
...	...	...	...	...	...	...	...	...	BENGAL CENTRAL	XXII
27½	27½	27½	27½	27½	27½	27½	27½	27½	NALHATI	XXIII
...	...	...	...	...	...	...	...	...	CHERRA-COMPANYGANJ	XXIV
...	...	...	...	...	...	...	...	...	JORHAT	XXV
...	...	...	...	...	...	...	...	...	BURMA	XXVI
...	...	...	...	...	...	...	...	...	TOUNGGOO-MANDALAY	XXVII
325½	325½	539½	537	625½	627½	815½	883	927	TOTAL.	

APPENDIX D—contd.

Statement showing the annual progress made in the length of

Serial No.	RAILWAY.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State Lines worked by Companies.										
I	EAST INDIAN	1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,497½	1,498½	1,510½
II	PATNA-GYA	...	...	...	...	...	...	...	57	57
III	TIRHOOT	...	...	(a) 53	45	45	79	79	85	85
	BENGAL AND NORTH-WESTERN ...	...	...	...	...	...	...	...	...	...
IV	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION). ...	...	...	...	...	...	...	...	...	...
V	BENGAL-NAGPUR	...	...	...	...	...	...	...	...	53
VI	INDIAN MIDLAND	...	...	...	...	...	...	34	66½	66½
VII	BHOPAL-ITANSI (BRITISH SECTION) ...	...	...	...	...	...	...	...	...	...
VIII	RAJPUTANA-MALWA	...	91½	329	465½	536½	536½	632½	751	1,050½
IX	WARDHA COAL	...	...	18½	18½	18½	46½	46½	46½	46½
X	DHOND-MANMAD	...	...	...	...	...	...	145½	145½	145½
XI	SOUTHERN MAHRATTA	...	...	...	...	...	...	...	...	...
XII	SOUTHERN MAHRATTA, MYSORE SECTION ...	...	...	...	...	...	...	...	...	...
XIII	BEZVADA EXTENSION	...	...	...	...	...	...	...	...	...
XIV	SOUTH INDIAN	185½	185½	185½	281½	474½	599½	612½	633	653½
	TOTAL ...	1,633	1,774½	2,083½	2,308½	2,571½	2,758½	3,047½	3,283	3,667½
State Lines worked by the State.										
XVII	NORTH WESTERN	663½	663½	663½	725½	766½	766½	1,267½	1,267½	1,544½
XVIII	AMRITSAR-PATHANKOT	...	...	...	...	...	...	...	...	...
XIX	JAMMU AND KASHMIR (BRITISH SECTION). ...	...	...	...	...	...	...	...	...	...
XX	ODDH AND ROHILKHAND	299½	462½	546½	549½	549½	549½	552½	552½	552½
XXI	EASTERN BENGAL	185	185	187	186½	187	321½	419	429½	430½
XXII	BENGAL CENTRAL	...	...	...	...	...	...	...	...	...
XXIII	NALHATI	27½	27½	27½	27½	27½	27½	27½	27½	27½
XXIV	CHERRA-COMPANYGANJ	...	...	...	...	...	...	...	...	...
XXV	JORHAT	...	...	...	...	...	...	...	...	...
XXVI	BURMA	...	...	...	...	...	161	161	161	161
XXVII	TOUNGGOO-MANDALAY	...	...	...	...	...	...	...	...	...
	TOTAL ...	1,175½	1,338½	1,424½	1,489	1,530½	1,826	2,427½	2,438	2,715½

(a) Opened for famine relief grain traffic only during this year.

railways open for public traffic since their commencement—contd.

1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	State Lines worked by Companies.	
1,510½	1,512½	1,515	1,515	1,520½	1,525½	1,525½	1,525½	1,525½	1,525½	EAST INDIAN	I
57	57	57	57	57½	57½	57½	57½	57½	57½	PATNA-GYA	II
85	85	193	227	225½	245½	259½	273½	273½	338½	TIRHOOT	} III
...	...	...	303	303	376½	376½	376½	375½	376	BENGAL AND NORTH-WESTERN ...	
...	...	...	36	36	91½	142	140½	140½	140½	ROHILKHAND-KUMAUN (LUCKNOW- BAREILLY SECTION).	IV
98	149	149	149	149	186	186	291½	501½	833	BENGAL-NAGPUR	V
74½	74½	74½	74½	74½	116½	211½	514½	677½	677½	INDIAN MIDLAND	VI
...	11½	11½	13	13	13	13	13	13	13	BHOPAL-ITARSI (BRITISH SECTION) ...	VII
1,254½	1,254½	1,398½	1,663	1,667½	1,667½	1,667½	1,665	1,671½	1,671½	RAJPUTANA-MALWA	VIII
46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	WARDHA COAL	IX
145½	145½	145½	145½	145½	145½	145½	145½	145½	145½	DHOND-MANMAD	X
...	...	40½	214	315½	597½	853	854½	977½	1,043½	SOUTHERN MAHRATTA	XI
58	86	87	140	140	139½	139½	219½	296½	296	SOUTHERN MAHRATTA, MYSORE SECTION	XII
...	...	...	...	...	...	...	21½	21½	21½	BEZVADA EXTENSION	XIII
653½	653½	654½	654½	654½	654½	737½	737½	737½	901	SOUTH INDIAN	XIV
3,983	4,075½	4,373½	5,238½	5,348½	5,863½	6,360	6,882½	7,461	8,077	TOTAL.	
										State Lines worked by the State.	
1,679½	1,732½	1,785½	1,785½	1,792	2,058½	2,384½	2,381	2,368	2,392½	NORTH WESTERN	XVII
...	...	51	65	65	65	64½	64½	64½	61½	AMRITSAR-PATHANKOT	XVIII
...	...	...	...	...	...	...	...	8½	8½	JAMMU AND KASHMIR (BRITISH SECTION).	XIX
552½	552½	554½	601½	685½	692	692½	692½	692½	692½	ODDH AND ROHILKHAND	XX
453½	483	504½	529½	606½	606½	676½	672½	746½	777½	EASTERN BENGAL	XXI
...	20	114	125½	125½	125½	125½	125	125	125	BENGAL CENTRAL	XXII
27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	NALHATI	XXIII
...	...	...	...	...	7½	7½	7½	7½	7½	CHERRA-COMPANYGANJ	XXIV
...	...	...	26½	29½	26½	30½	30½	30½	28½	JORHAT	XXV
161	161	25½	254	327	327	333	333	333	336	BURMA	XXVI
...	...	...	...	...	...	...	222	220	220	TOUNGGOO-MANDALAY	XXVII
2,873½	2,976½	3,290½	3,415	3,657½	3,935½	4,342½	4,556	4,633½	4,680	TOTAL.	

Statement showing the annual progress made in the length of

Serial No.	RAILWAY.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Lines worked by Guaranteed Companies.										
XXXII	GREAT INDIAN PENINSULA ...	20½	33½	49½	87½	87½	193½	244½	297	437½	495
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA(a) ...	...	...	...	...	...	...	...	35	134	167½
XXXIV	MADRAS ...	...	...	...	65	80½	95½	95½	137	296½	447½
	TOTAL ...	20½	33½	49½	152½	167½	289	339½	469	868½	1,109½
	Assisted Companies.										
XXXV	DELHI-UMBALLA-KALKA ...	...	...	...	...	...	...	...	...	...	...
XXXVI	TARAKESHWAR ...	...	...	...	...	...	...	...	...	...	...
XXXVII	DIOGHUR ...	...	...	...	...	...	...	...	...	...	...
XXXVIII	ROHILKHAND-KUMAUN (COMPANY'S SECTION) ...	...	...	...	...	...	...	...	...	...	...
XXXIX	DARJEELING-HIMALAYAN ...	...	...	...	...	...	...	...	...	...	...
XL	DIBRU-SADIYA ...	...	...	...	...	...	...	...	...	...	...
XLI	THATON-DUYINZAIK ...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	...	...
	Lines owned by Native States and worked by Companies.										
XLII	KHAMGAON ...	...	...	...	...	...	...	...	...	...	...
XLIII	AMRAOTI ...	...	...	...	...	...	...	...	...	...	...
XLIV	BHOPAL-ITADSI (NATIVE STATE SECTION) ...	...	...	...	...	...	...	...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE ...	...	...	...	...	...	...	...	...	...	...
XLVI	THE GAEKWAR'S DABHOI ...	...	...	...	...	...	...	...	...	...	...
XLVII	THE GAEKWAR'S MEHSANA ...	...	...	...	...	...	...	...	...	...	...
XLVIII	THE GAEKWAR'S PETLAD ...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	...	...
	Lines owned by Native States and worked by State Railway agency.										
L	RAJPIURA-BHATINDA ...	...	...	...	...	...	...	...	...	...	...
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION) ...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by Native States.										
LII	JODHPORE ...	...	...	...	...	...	...	...	...	...	...
LIII	BHAVNAGAR-GONDAL-JUNAGARH-POR-BANDAR ...	...	...	...	...	...	...	...	...	...	...
LIV	MORVI ...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	...	...
	Foreign Lines.										
LVI	WEST OF INDIA PORTUGUESE ...	...	...	...	...	...	...	...	...	...	...
LVII	PONDICHERRY ...	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	...	...
	Total of all Railways ...	20½	71	170	272½	289½	428½	626½	839½	1,537½	2,335½

(a) Includes the

railways open for public traffic since their commencement—contd.

1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Lines worked by Guaranteed Companies.	
552½	585½	701½	815½	852½	873½	873½	1,258½	1,273½	GREAT INDIAN PENINSULA ...	XXXII
135	305½	305½	305½	305½	306½	307½	312½	349½	BOMBAY, BARODA AND CENTRAL INDIA (a)	XXXIII
477½	570	609½	643½	643½	675½	735½	781½	830½	MADRAS ...	XXXIV
1,215½	1,461	1,616½	1,765	1,801½	1,855½	1,916½	2,352½	2,453½	TOTAL.	
									Assisted Companies.	
...	...	...	...	...	...	...	...	...	DELHI-UMBALLA-KALKA ...	XXXV
...	...	...	...	...	...	...	...	...	TARAKESHWAR ...	XXXVI
...	...	...	...	...	...	...	...	...	DEOGHUR ...	XXXVII
...	...	...	...	...	...	...	...	...	ROHILKHAND-KUMAUN (COMPANY'S SECTION).	XXXVIII
...	...	...	...	...	...	...	...	...	DARJEELING-HIMALAYAN ...	XXXIX
...	...	...	...	...	...	...	...	...	DIBRU-SADIYA ...	XL
...	...	...	...	...	...	...	...	...	THATON-DUYINZAIK ...	XLI
...	...	...	...	...	...	...	...	...	TOTAL.	
									Lines owned by Native States and worked by Companies.	
...	...	...	...	...	...	...	8	8	KHAMGAON ...	XLII
...	...	...	...	...	...	...	...	6	AMRAOTI ...	XLIII
...	...	...	...	...	...	...	...	...	BHOPAL-ITARSI (NATIVE STATE SECTION).	XLIV
...	...	...	...	...	...	...	...	...	THE NIZAM'S GUARANTEED STATE ...	XLV
...	...	...	...	...	...	...	...	...	THE GAEKWAR'S DABHOI ...	XLVI
...	...	...	...	...	...	...	...	...	THE GAEKWAR'S MEHSANA ...	XLVII
...	...	...	...	...	...	...	...	...	THE GAEKWAR'S PETLAD ...	XLVIII
...	...	...	...	...	...	...	8	14	TOTAL.	
									Lines owned by Native States and worked by State Railway agency.	
...	...	...	...	...	...	...	...	...	RAJPUTRA-BHATINDA ...	L
...	...	...	...	...	...	...	...	...	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LI
...	...	...	...	...	...	...	...	...	TOTAL.	
									Lines owned and worked by Native States.	
...	...	...	...	...	...	...	...	...	JODHPUR ...	LII
...	...	...	...	...	...	...	...	...	BHAVNAGAR-GONDAL-JUNAGARH-POR-BANDAR.	LIII
...	...	...	...	...	...	...	...	...	MORVI ...	LIV
...	...	...	...	...	...	...	...	...	TOTAL.	
									Foreign Lines.	
...	...	...	...	...	...	...	...	...	WEST OF INDIA PORTUGUESE ...	LV
...	...	...	...	...	...	...	...	...	PONDICHERY ...	LVII
...	...	...	...	...	...	...	...	...	TOTAL.	
2,550	2,966½	3,372½	3,568½	3,936½	4,016½	4,204½	4,775	5,077½	Total of all Railways.	

Patri branch.

Statement showing the annual progress made in the length of

Serial No.	RAILWAY.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Lines worked by Guaranteed Companies.									
XXXII	GREAT INDIAN PENINSULA ...	1,278½	1,278½	1,278½	1,278½	1,278½	1,280½	1,280½	1,287½	1,288
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (a)	339½	411½	428½	430½	439½	444	444	444	444
XXXIV	MADRAS ...	830½	853	858	858	858	858	857	857	858
	TOTAL ...	2,448	2,548½	2,565	2,566½	2,575½	2,582½	2,581½	2,588½	2,590
	Assisted Companies.									
XXXV	DELHI-UMBALLA-KALKA ...	...	...	...	...	...	...	...	...	...
XXXVI	TARAKESHWAR ...	...	...	...	...	...	...	...	...	...
XXXVII	DEOGHUR ...	...	...	...	...	...	...	...	...	...
XXXVIII	ROHILKHAND-KUMAUN (COMPANY'S SECTION)	...	...	...	...	...	...	...	...	...
XXXIX	DARJEELING-HIMALAYAN ...	...	...	...	...	...	...	...	...	30
XL	DIBRU-SADIYA ...	...	...	...	...	...	...	...	...	...
XLI	THATON-DUVINZAIK ...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	30
	Lines owned by Native States and worked by Companies.									
XLII	KHAMGAON ...	8	8	8	8	8	8	8	8	8
XLIII	AMRAOTI ...	6	6	6	6	6	6	6	6	6
XLIV	BHOPAL-TARSI (NATIVE STATE SECTION)	...	...	...	...	...	...	...	...	...
XLV	THE NIZAM'S GUARANTEED STATE ...	...	...	121	121	121	121	121	121	121
XLVI	THE GAEKWAR'S DABHOI ...	...	20	20	20	20	20	20	40½	50½
XLVII	THE GAEKWAR'S MEHSANA ...	...	...	...	...	...	...	...	...	...
XLVIII	THE GAEKWAR'S PETLAD ...	...	...	...	...	...	...	...	...	...
	TOTAL ...	14	34	155	155	155	155	155	175½	191½
	Lines owned by Native States and worked by State Railway agency.									
L	RAJPURO-BHATINDA ...	...	...	...	...	...	...	...	...	...
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION)	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by Native States.									
LII	JODHPORE ...	...	...	...	...	...	...	...	...	...
LIII	BHAVNAGAR-GONDAL-JUNAGARH-PORBANDAR ...	...	...	...	...	...	...	...	...	105
LIV	MORVI ...	...	...	...	...	...	...	...	...	...
	TOTAL ...	...	...	...	...	...	...	...	...	105
	Foreign Lines.									
LVI	WEST OF INDIA PORTUGUESE ...	...	...	...	...	...	...	...	...	...
LVII	PONDICHERRY ...	...	...	...	...	...	...	...	7½	7½
	TOTAL ...	...	...	...	...	...	...	...	7½	7½
	Total of all Railways ...	5,370½	5,695	6,227½	6,519	6,833	7,322½	8,212	8,492½	9,308

(a) Includes the Pátri branch.

railways open for public traffic since their commencement—concl'd.

1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Lines worked by Guaranteed Companies. GREAT INDIAN PENINSULA ... XXXII BOMBAY, BARODA AND CENTRAL INDIA(a) XXXIII MADRAS XXXIV TOTAL.	
1,288	1,288	1,288	1,288	1,288	1,288½	1,288½	1,288½	1,288½	1,289½		
444	461	461	461	461	461	461	460¾	460¾	461		
858	861½	860¾	860¾	860¾	828¾	838½	838	839½	839½		
2,590	2,610½	2,609¾	2,609¾	2,609¾	2,578	2,587½	2,587	2,588½	2,588½		
										Assisted Companies. DELHI-UMBALLA-KALKA ... XXXV TARAKESHWAR XXXVI DEOGHUR XXXVII ROHILKHAND-KUMAUN (COMPANY'S SECTION). XXXVIII DARJEELING-HIMALAYAN ... XXXIX DIBRU-SADIYA XL THATON-DUYINZAIK XLI TOTAL.	
...	...	...	...	...	...	...	...	...	162		
...	...	...	22½	22½	22½	22½	22½	22½	22½		
...	4	5½	5½	4	4½	4½	4½	4½	4½		
...	...	...	54½	54½	54½	54½	54½	54½	54½		
50	50	50	51	51	51	51	51	51	51	Lines owned by Native States and worked by Companies. KHAMGAON XLII AMRAOTI XLIII BHOPAL-ITARI (NATIVE STATE SECTION). XLIV THE NIZAM'S GUARANTEED STATE ... XLV THE GAEKWAR'S DABHOI XLVI THE GAEKWAR'S MEHSANA ... XLVII THE GAEKWAR'S PETLAD XLVIII TOTAL.	
...	15	38½	77½	77½	77½	77½	77½	77½	78		
...	...	...	8	8	8	8	8	8	8		
50	69	94	218½	217½	218	218	218	218	381		
8	8	8	8	8	7½	7½	7½	7½	7½		
6	6	6	6	6	5½	5½	5½	5½	5½		
...	...	...	44	44	44	44	44	44	44		
121	121	121	121	121	204½	274	329½	329½	329½		
60½	60½	58¾	58¾	58¾	58¾	58¾	58¾	58¾	71½		
...	...	...	...	...	21	20¾	27½	27½	68½		
...	...	...	...	...	...	...	...	...	13½		
195½	195½	193¾	237¾	237¾	341½	410½	472½	472½	539½		
										Lines owned by Native States and worked by State Railway agency. RAJPUTRA-BHATINDA L JAMMU AND KASHMIR (NATIVE STATE SECTION). LI TOTAL.	
...	...	...	16	16	16	15	16	108	108		
...	...	...	...	...	...	...	...	16	16		
...	...	...	16	16	16	15	16	124	124		
...	...	...	...	...	...	...	...	...	...		
										Lines owned and worked by Native States. JODHPUR LII BHAVNAGAR-GONDAL-JUNAGARH-POR-BANDAR. LIII MORVI LIV TOTAL.	
...	18½	18½	64	64	123¾	123¾	123¾	123¾	124		
192½	192½	193	193	193½	193½	193½	259¾	329	329½		
...	...	...	...	24	68	68	68	93½	94		
192½	211	211½	257	281½	385	385	451½	546	547½		
										Foreign Lines. WEST OF INDIA PORTUGUESE ... LVI PONDICHERY LVII TOTAL.	
...	...	...	...	...	41	51	51	51	51		
7½	7½	7½	7½	7½	7½	7½	7½	7½	7½		
7½	7½	7½	7½	7½	48¾	58¾	58¾	58¾	58¾		
9,892	10,145½	10,780½	12,000½	12,375½	13,386	14,377	15,242½	16,092½	16,996	Total of all Railways ...	

Statement showing the total approximate earnings from the 1st January to the 4th April 1891 as compared with the actuals of the corresponding periods of 1889 and 1890.

Serial No.	RAILWAY.				1st January to 6th April 1889.	1st January to 5th April 1890.	1st January to 4th April 1891.
					Rs.	Rs.	Rs.
	State Lines worked by Companies.						
I	EAST INDIAN	...	...	...	1,29,78,319	1,28,68,334	1,34,04,726
II	PATNA-GYA	...	...	...	1,48,835	1,46,005	1,87,012
III	{ TIRHOOT	...	...	...	4,48,660	7,33,312	13,74,150
	{ BENGAL AND NORTH-WESTERN	...	...	...	5,54,565	6,52,472	
	BAREILLY-PILIBHIT	...	...	...	30,450	38,320	(a)
IV	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION)	...	...	...	(b)	(b)	1,20,815
V	BENGAL-NAGPUR	...	...	...	7,34,042	8,36,996	12,83,861
VI	INDIAN MIDLAND (c)	...	...	...	7,57,955	10,30,737	13,09,179
VII	BHOPAL-ITÁRSI (BRITISH SECTION)	...	...	...	(d)	(d)	(d)
VIII	RAJPUTANA-MALWA	...	...	...	59,11,157	52,85,120	61,90,637
IX	WARDHA COAL	...	...	...	(e)	(e)	(f)
X	DHOND-MANMÁD	...	...	...	(f)	(f)	(f)
XI	SOUTHERN MAHRATTA	...	...	...	10,26,669	11,27,776	12,90,795
XII	SOUTHERN MAHRATTA, MYSORE SECTION	...	...	...	1,59,630	2,70,086	3,05,675
XIII	BEZVÁDA EXTENSION	...	...	...	(g)	(g)	(g)
XIV	SOUTH INDIAN	...	...	...	(h)	(h)	16,65,413
	VILLUPURAM-GUNTAKAL	...	...	...	69,486	62,399	
	TOTAL	...	...	...	2,28,19,768	2,30,52,057	2,71,32,263
	State Lines worked by the State.						
XVII	NORTH WESTERN	...	...	...	(i) 67,64,099	(j) 76,69,061	(j) 76,74,169
XVIII	AMRITSAR-PATHÁNKOT	...	...	...	(k)	{ (k)	(k)
XIX	JAMMU AND KASHMIR (BRITISH SECTION)	...	...	...	...		
XX	ODDH AND ROHILKHAND	...	...	...	19,32,979	23,28,495	22,82,138
	LUCKNOW-SITAPUR-SERAMAU	...	...	...	84,531	1,05,850	(a)
XXI	EASTERN BENGAL	...	...	...	25,50,959	28,74,549	35,96,975
XXII	BENGAL CENTRAL	...	...	...	1,90,381	1,79,893	2,51,669
XXIII	NALHÁTI	...	...	...	29,677	29,938	28,105
	WARDHA COAL	...	...	...	2,92,137	2,44,024	(f)
XXIV	CHEBBA-COMPANYGANJ	...	...	...	1,832	3,952	5,367
XXV	JORHÁT	...	...	...	13,884	14,126	14,321
XXVI	BURMA (l)	...	...	...	14,02,481	17,67,541	19,81,675
XXVII	TOUNGGOO-MANDALAY	...	...	...	(m)	(m)	(m)
	TOTAL	...	...	...	1,32,62,960	1,52,17,429	1,58,34,419
	CARRIED OVER	...	...	...	3,60,92,728	3,82,69,486	4,29,66,682

(a) Included with the Rohilkhand-Kumaun railway (Lucknow-Bareilly section), as the Bareilly-Pilibhit and Lucknow-Sitapur-Seramau railways were taken over by the Rohilkhand-Kumaun railway from the 1st January 1891.

(b) Transactions previous to the 1st January 1891 shown against Bareilly-Pilibhit and Lucknow-Sitapur-Seramau railways, -vide note (a) above.

(c) Includes the Bhopal-Itársi State railway.

(d) Included with the Indian Midland railway.

(e) Shown under State Lines worked by the State.

(f) Included with the Great Indian Peninsula railway.

(g) Included with the Nizam's Guaranteed State railway.

(h) Shown under Lines worked by Guaranteed Companies.

(i) Includes the Amritsar-Pathámkot and Rájpura-Bhátinda State railways.

(j) Includes the Amritsar-Pathámkot and Jammu and Kashmir railways.

(k) Included with the North Western railway.

(l) Includes the Toungoo-Mandalay extension.

(m) Included with the Burma State railway.

Statement showing the total approximate earnings from the 1st January to the 4th April 1891 as compared with the actuals of the corresponding periods of 1889 and 1890—concl'd.

Serial No.	RAILWAY.				1st January to 6th April 1889.	1st January to 6th April 1890.	1st January to 4th April 1891.
	BROUGHT FORWARD				Rs. 3,60,82,7. 8	Rs. 3,82,69,486	Rs. 4,29,66,682
	Lines worked by Guaranteed Companies.						
XXXII	GREAT INDIAN PENINSULA	...	...	...	(a) 1,23,27,672	(a) 1,21,27,538	(b) 1,39,75,763
XXXIII	BOMBAY, BARODA AND CENTRAL INDIA (c)	...	...	...	39,93,601	38,57,096	39,73,884
XXXIV.	MADRAS	...	...	...	22,66,286	22,95,397	24,26,589
	SOUTH INDIAN	...	...	...	13,78,950	14,66,153	(d)
	TOTAL				1,99,66,509	1,97,46,184	2,03,76,236
	Assisted Companies.						
XXXV	DELHI-UMBALLA-KALKA	...	...	...	...	...	(e) 86,006
XXXVI	TARAKESHWAR	...	...	...	87,727	88,529	88,988
XXXVII	DEOGHUR	...	...	...	(f)	(f)	(f)
XXXVIII	ROHILKHAND-KUMAUN (COMPANY'S SECTION)	...	...	...	84,925	98,748	83,599
XXXIX	DARJEELING-HIMALAYAN	...	...	...	(f)	(f)	(f)
XL	DIBRU-SADIYA	...	...	...	1,17,884	1,30,359	1,16,989
XLI	THATON-DUYINZAIK	...	...	...	(f)	(f)	(f)
	TOTAL				2,90,536	3,17,636	3,75,582
	Lines owned by Native States and worked by Companies.						
XLII	KHAMGAON	...	...	...	}	(g)	(g)
XLIII	AMRÁOTI	...	...	...		(g)	(g)
XLIV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	...	...	...	(h)	(h)	(h)
XLV	THE NIZAM'S GUARANTEED STATE (i)	...	...	...	6,27,430	7,39,270	7,01,602
XLVI	THE GAEKWAR'S DABHOI	...	...	...	42,618	48,155	52,902
XLVII	THE GAEKWAR'S MEHSANA	...	...	...	14,862	13,275	39,391
XLVIII	THE GAEKWAR'S PETLAD	...	...	...	...	...	12,799
	TOTAL				6,84,910	8,00,700	8,06,694
	Lines owned by Native States and worked by State Railway agency.						
L	RÁJPURA-BHÁTINDA	...	...	...	(j)	1,11,209	1,70,493
LI	JAMMU AND KASHMIR (NATIVE STATE SECTION)	...	...	...	...	(j)	(j)
	TOTAL				...	1,11,209	1,70,493
	Lines owned and worked by Native States.						
LII	JODHPORE	...	...	...	1,03,932	1,04,638	1,16,772
LIII	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	...	...	...	4,45,528	4,52,830	4,38,529
LIV	MORVI	...	...	...	42,673	63,392	76,090
	TOTAL				5,92,133	6,20,860	6,31,341
	Foreign Lines.						
LVI	WEST OF INDIA PORTUGUESE	...	...	...	(f)	(f)	(f)
LVII	PONDICHERY	...	...	...	(f)	(f)	(f)
	TOTAL				...	...	...
	Total of all Railways				5,76,16,816	5,98,66,075	6,53,27,028

(a) Includes the Dhond-Manmád, Khámgaon, and Amráoti State railways.
(b) Includes the Dhond-Manmád, Wardha Coal, Khámgaon, and Amráoti State railways.
(c) Includes the Pátri branch.
(d) Shown under State Lines worked by Companies.
(e) Total receipts from the 1st March to the 4th April 1891.

(f) Information not furnished.
(g) Included with the Great Indian Peninsula railway.
(h) Included with the Indian Midland railway.
(i) Includes the Bezváda extension.
(j) Included with the North Western railway.

Statement showing the quantities of the principal commodities carried and the receipts there

Classifica- tion No.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED							
		I.—EAST INDIAN (a).				III.—BENGAL AND NORTH-WESTERN (b).			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous Year.	1890.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	1,404,742	1,457,824	65,79,846	62,34,154	19,279	16,681	27,754	30,965
II	Cotton, raw	52,365	49,424	9,39,393	10,89,283	791	1,016	6,794	8,744
III	Cotton, twist and yarn	9,107	10,373	2,12,881	2,24,060	769	1,350	4,819	8,920
IV	Cotton piece-goods	66,362	65,140	20,67,067	18,86,735	14,450	16,717	1,00,551	1,20,355
V	Drugs and chemicals	5,514	5,447	1,44,374	1,47,864	974	1,361	7,465	10,474
VI	Dyes and tans	20,366	22,665	4,06,257	3,16,738	5,519	6,460	35,558	43,502
VII	Grains	690,457	628,962	43,93,487	37,44,309	248,178	267,891	6,97,431	8,54,359
VIII	Hides and skins	25,512	21,820	3,94,478	3,14,798	4,808	5,379	27,616	33,607
IX	Horns	878	1,066	13,277	19,383	49	62	482	765
X	Jute	53,434	46,400	5,77,085	5,00,654	7,619	7,683	37,549	32,688
XI	Lac	13,664	15,063	1,86,328	2,11,654	778	926	1,928	2,470
XII	Leather, manufactured	1,979	1,874	64,347	60,703	101	195	724	1,028
XIII	Liquors	6,937	7,070	1,78,089	1,79,965	386	313	2,711	2,123
XIV	Metals	127,679	136,806	16,70,193	18,44,692	6,285	15,101	32,133	69,597
XV	Oils	29,550	36,972	4,13,931	4,45,414	3,410	5,163	14,364	17,509
XVI	Oil-seeds	363,202	293,097	26,87,907	21,55,672	107,997	111,127	3,61,594	3,73,082
XVII	Opium	9,615	10,094	2,53,349	2,61,052	684	953	5,714	11,789
XVIII	Paper and paste-board	3,653	3,560	64,341	59,279	254	321	1,870	2,014
XIX	Provisions	60,117	66,357	10,01,131	11,88,109	5,777	7,597	25,366	31,542
XX	Railway plant and rolling stock	...	...	...	...	...	...	...	...
XXI	Salt	250,164	221,641	12,30,571	12,63,499	58,055	61,188	1,19,832	1,35,865
XXII	Saltpetre	38,320	40,448	4,08,320	4,37,070	11,096	11,654	22,955	26,669
XXIII	Silk, raw	1,291	1,130	21,175	20,177	...	...	...	...
XXIV	Silk piece-goods	229	200	7,810	7,744	1	2	14	19
XXV	Spices	8,794	10,936	1,63,839	2,03,072	3,406	3,621	17,589	16,971
XXVI	Sugar	175,100	169,020	8,42,453	9,72,801	17,467	18,504	80,010	86,822
XXVII	Stone and lime	133,876	142,881	5,28,670	5,55,732	5,236	3,823	6,693	6,616
XXVIII	Tea	1,537	1,182	43,441	29,330	9	22	49	154
XXIX	Timber	32,114	39,301	1,33,218	1,36,815	10,071	18,484	18,840	32,212
XXX	Tobacco	26,528	22,467	3,31,892	2,78,149	19,200	18,180	67,593	69,703
XXXI	Umbrellas	427	393	14,988	12,757	17	18	142	161
XXXII	Wool	2,358	2,044	75,576	73,358	112	170	488	938
XXXIII	All other articles of merchandise	242,446	269,607	22,58,572	23,62,942	25,236	29,297	95,794	1,03,985
	TOTAL	3,863,817	3,801,844	2,83,08,291	2,72,37,964	572,014	631,259	18,22,422	21,35,648

(a) Includes the Patna-Gya State railway.
(b) Includes the Tirhoot State railway.
N.B.—In cases where the quantity carried is less than a ton, the figures have been omitted. This applies to all the railways in this table.

from on the several railways during the year 1890 as compared with the previous year.

RAILWAY COMPANIES.

BY COMPANIES.												Classifi- cation No.
BAREILLY-PILIBHIT.				V.—BENGAL-NAGPUR.				VI.—INDIAN MIDLAND.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	(d) Previous year.	(e) 1890.	(d) Previous year.	(e) 1890.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	123,749	333,089	1,05,578	2,50,499	5,154	6,721	26,009	34,434	I
53	43	172	114	333	570	2,800	4,242	9,864	10,327	1,51,400	1,45,577	II
51	85	127	213	2,479	3,784	22,400	35,464	397	693	4,670	8,993	III
386	362	1,182	1,661	1,588	3,314	14,965	29,378	5,433	6,223	87,546	1,10,183	IV
177	117	499	309	184	153	2,289	1,687	305	529	4,668	8,259	V
102	70	232	155	5,048	4,039	36,858	29,510	972	2,056	11,507	21,292	VI
15,888	18,988	25,774	30,898	105,384	136,232	5,08,056	7,78,351	46,348	56,865	2,10,332	2,46,233	VII
169	206	330	345	1,813	1,882	14,034	15,212	3,310	5,456	31,142	54,146	VIII
41	45	103	72	...	24	...	187					IX
335	366	793	900	1,827	2,529	10,493	16,962	2,085	2,561	15,130	18,670	X
10	10	22	23	932	4,153	4,442	21,958	...	...	...	...	XI
11	16	33	45	...	6	...	32	164	236	2,157	3,887	XII
1	3	4	16	551	631	2,313	2,731	1,113	1,459	12,812	16,461	XIII
635	868	1,613	2,511	2,352	11,990	10,625	17,833	3,922	3,153	41,760	33,828	XIV
137	229	231	328	1,230	2,059	7,455	9,008	1,509	2,259	12,175	21,432	XV
3,175	1,216	4,944	1,965	14,031	32,440	87,651	2,14,831	14,991	25,951	1,04,586	1,87,854	XVI
1	...	4	1	...	...	...	...	27	102	276	962	XVII
5	4	16	11	...	12	...	72	1,106	1,249	9,659	11,565	XVIII
151	191	438	547	2,124	2,842	12,868	17,619	6,216	8,687	73,324	1,05,367	XIX
...	...	...	...	...	...	...	...	722	306	12,515	5,813	XX
2,275	2,171	3,846	3,676	19,549	29,246	1,11,691	1,66,713	15,101	16,053	90,807	1,11,314	XXI
3	...	6	1	...	100	...	432	...	...	...	...	XXII
...	...	1	1	13	113	111	1,149	...	...	...	...	XXIII
...	...	...	...	22	1	120	8	...	...	...	...	XXIV
405	578	1,084	1,340	427	743	2,625	5,159	3,140	2,731	29,235	32,241	XXV
5,491	4,287	9,252	7,289	1,358	2,976	8,668	18,197	17,598	19,345	1,75,895	1,89,074	XXVI
48	289	61	252	60	3,717	57	3,584	11,847	13,951	41,734	37,121	XXVII
3	13	7	25	...	229	...	1,059	45	79	1,021	1,822	XXVIII
1,765	1,471	3,055	2,429	7,438	12,234	39,958	59,476	5,424	5,479	25,263	26,629	XXIX
80	49	121	95	383	845	1,840	4,712	1,901	2,361	22,567	29,886	XXX
2	1	5	8	...	19	...	129	...	...	...	...	XXXI
19	22	61	73	...	17	...	112	...	...	...	...	XXXII
3,242	6,044	4,622	5,718	10,437	22,668	54,671	98,009	9,203	7,667	1,22,428	1,11,355	XXXIII
34,661	37,744	58,638	61,021	(c) 303,312	617,657	(c) 10,62,568	18,04,315	167,897	202,499	13,20,728	15,74,448	TOTAL

(c) As corrected by line authorities.

(d) Includes the Sindia railway from the 1st March to the 31st December 1889, and the Bhopal-Itarsi railway from the 1st January to the 31st December 1889.

(e) Includes the Bhopal-Itarsi State railway.

Statement showing the quantities of the principal commodities carried and the receipts there

Classification No.	DESCRIPTION OF COMMODITY	STATE LINES WORKED							
		VIII.—RAJPUTANA-MALWA.				XI.—SOUTHERN MAHRATTA (a).			
		Quantity.		Receipts.		Quantity		Receipts.	
		Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	6,551	5,509	48,752	42,678	1,373	1,460	4,719	5,045
II	Cotton, raw	80,856	71,891	14,59,763	11,46,442	35,743	38,830	2,39,599	2,67,430
III	Cotton, twist and yarn	2,715	3,808	65,432	1,17,525	5,819	7,021	53,426	64,314
IV	Cotton piece-goods	25,124	24,106	6,53,983	5,91,768	6,372	6,899	80,253	1,03,702
V	Drugs and chemicals	1,533	2,085	34,396	41,957	331	391	5,941	5,435
VI	Dyes and tans	6,977	7,076	1,21,964	1,18,610	8,918	10,537	51,560	61,155
VII	Grains	346,141	272,278	34,86,487	20,79,473	160,839	168,310	5,91,739	7,21,312
VIII	Hides and skins	5,494	4,316	73,918	48,228	3,531	4,052	22,448	30,066
IX	Horns	...	...	...	...	246	285	2,390	2,899
X	Jute	11,660	11,159	1,11,938	1,01,365	6,149	6,205	37,849	38,589
XI	Lac	...	...	...	...	31	38	154	245
XII	Leather, manufactured	808	821	9,662	11,510	320	253	3,199	2,790
XIII	Liquors	2,417	2,790	31,300	35,524	5,452	5,771	34,406	34,780
XIV	Metals	23,550	26,650	3,05,202	3,44,116	13,558	12,267	1,11,191	1,03,870
XV	Oils	6,466	7,476	80,944	98,111	6,766	9,793	36,714	49,464
XVI	Oil-seeds	141,381	83,099	12,92,401	4,99,925	39,976	41,352	1,89,066	1,98,226
XVII	Opium	1,648	2,064	39,858	37,071	9	2	85	61
XVIII	Paper and paste-board	...	...	...	...	263	334	3,154	4,057
XIX	Provisions	38,930	35,205	4,60,574	4,06,940	25,281	30,488	1,68,222	2,34,652
XX	Railway plant and rolling stock	17,044	67,047	1,02,731	3,78,286	...	1,145	...	10,239
XXI	Salt	188,357	190,166	18,23,600	18,35,700	21,558	25,333	86,480	1,19,834
XXII	Saltpetre	10,743	10,794	68,698	66,356	136	215	707	1,122
XXIII	Silk, raw	251	184	16,127	12,123	123	278	1,726	4,476
XXIV	Silk piece-goods	...	...	...	...	185	20	3,000	268
XXV	Spices	7,760	9,322	1,07,742	1,28,401	14,067	15,257	1,15,917	1,19,250
XXVI	Sugar	119,690	118,058	12,99,917	13,75,543	22,396	26,521	1,06,225	1,82,606
XXVII	Stone and lime	14,726	15,304	66,028	59,061	10,660	12,355	27,834	32,602
XXVIII	Tea	722	783	25,876	28,313	23	30	400	548
XXIX	Timber	17,580	18,640	83,653	1,04,506	38,090	39,970	1,08,167	1,24,297
XXX	Tobacco	10,670	12,429	1,86,395	2,17,773	3,465	5,584	32,548	58,749
XXXI	Umbrellas	...	...	...	...	31	75	513	981
XXXII	Wool	5,936	5,302	1,46,022	1,15,386	865	891	7,164	10,512
XXXIII	All other articles of merchandise	82,461	85,278	8,96,337	8,96,039	31,367	18,023	1,42,031	1,29,768
	TOTAL	1,178,191	1,093,640	1,30,99,700	1,09,38,730	(b) 463,943	490,485	(b) 22,68,827	27,23,344

(a) Includes the Southern Mahratta railway, Mysore section.
(b) As corrected by line authorities.

from on the several railways during the year 1890 as compared with the previous year—contd.

BY COMPANIES—concl'd.

VILLUPURAM-GUNTAKAL.								TOTAL.				Classifica- tion No.
NELLORE-TIRUPATI SECTION.				VILLUPARAM-TIRUVANAMALAI SECTION.				Quantity.		Receipts.		
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	...	...	...	...	1,554,848	1,826,284	67,92,658	65,97,824	I
5	26	12	50	...	...	...	...	180,010	172,127	27,99,993	26,61,882	II
52	167	115	304	...	10	...	17	21,389	27,291	3,63,870	4,59,810	III
324	496	747	1,099	...	6	...	10	120,039	123,263	30,06,294	28,44,891	IV
46	46	90	91	...	1	...	1	9,064	10,130	1,99,722	2,16,077	V
798	1,368	1,369	2,326	...	16	...	26	48,700	54,287	6,65,305	5,93,314	VI
7,725	5,588	12,444	9,901	...	123	...	164	1,620,960	1,555,737	99,25,800	84,65,000	VII
223	230	524	494	...	1	...	2	44,865	43,342	5,64,490	4,96,898	VIII
3	42	8	91	...	...	...	...	1,217	1,524	16,260	23,397	IX
79	157	242	451	...	2	...	2	83,188	77,062	7,91,079	7,10,281	X
18	19	55	44	...	1	...	1	15,433	20,210	1,92,929	2,36,395	XI
...	4	1	7	...	...	...	...	3,383	3,405	80,123	80,002	XII
222	195	470	351	...	...	...	...	17,079	18,232	2,62,105	2,71,951	XIII
2,305	7,504	1,852	4,405	...	77	...	119	180,236	214,416	21,74,574	24,20,971	XIV
136	142	310	280	...	3	...	5	49,204	64,096	5,66,124	6,41,551	XV
710	588	1,594	1,090	...	23	...	48	690,463	588,893	47,29,743	36,32,693	XVI
...	...	...	...	...	...	...	...	11,984	13,215	2,99,286	3,10,936	XVII
4	6	9	13	...	...	...	...	5,285	5,486	79,049	77,011	XVIII
2,032	2,425	5,036	5,780	...	34	...	62	140,628	153,826	17,46,959	19,90,618	XIX
20	...	8	...	...	...	...	...	17,786	68,498	1,15,254	3,94,333	XX
5,658	7,005	9,053	11,874	...	24	...	33	560,717	552,807	34,75,880	36,48,508	XXI
3	93	7	37	...	...	...	...	60,301	63,304	5,00,693	5,31,687	XXII
...	...	...	...	...	...	...	...	1,678	1,705	39,140	37,926	XXIII
...	...	...	...	...	...	...	...	437	223	10,944	8,039	XXIV
26	40	81	76	...	...	...	...	38,025	43,228	4,38,112	5,06,511	XXV
1,306	925	3,431	2,335	...	1	...	2	360,406	359,637	25,25,851	28,34,669	XXVI
1,536	2,062	2,508	3,722	...	68	...	114	177,989	194,450	6,73,585	6,98,804	XXVII
...	2	1	1	...	...	...	...	2,339	2,340	70,795	61,252	XXVIII
6,766	5,093	7,184	5,135	...	43	...	61	119,248	149,715	4,19,338	4,91,560	XXIX
445	727	938	1,409	...	2	...	4	62,672	62,644	6,43,894	6,60,480	XXX
...	16	...	40	...	1	...	1	477	523	15,648	14,077	XXXI
...	2	...	4	...	1	...	1	9,790	9,049	2,29,311	2,00,384	XXXII
3,265	2,683	7,262	5,730	...	291	...	399	407,657	441,558	35,81,717	37,13,945	XXXIII
33,712	37,651	55,351	57,140	...	728	...	1,072	6,617,547	6,913,507	4,79,96,525	4,65,33,682	TOTAL.

Statement showing the quantities of the principal commodities carried and the receipts there

Classifica- tion No.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED							
		XVII.—NORTH WESTERN.				XX.—ODISH AND ROHILKHAND.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year (a).	1890. (b)	Previous year (a).	1890. (b)	Previous year.	1890.	Previous year.	1890.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	10,613	33,514	77,235	2,52,559	24,370	36,830	1,30,832	2,29,830
II	Cotton, raw	19,478	19,476	3,34,248	3,90,129	9,337	7,250	90,877	77,819
III	Cotton, twist and yarn	4,108	3,943	1,00,313	97,926	3,815	4,616	32,938	38,845
IV	Cotton piece-goods	28,380	28,298	8,06,027	7,80,418	11,973	11,157	97,395	89,470
V	Drugs and chemicals	13,768	14,051	1,97,294	2,10,360	1,488	1,664	12,940	14,656
VI	Dyes and tans	10,053	9,939	1,99,058	1,95,599	4,853	5,102	35,232	38,283
VII	Grains	642,229	709,690	64,89,348	61,04,721	244,113	226,436	9,46,227	8,02,505
VIII	Hides and skins	11,525	8,948	1,46,692	1,11,400	6,700	6,091	42,980	40,296
IX	Horns	...	...	...	...	496	525	4,127	4,139
X	Jute	22,052	23,090	1,68,042	1,66,506	9,505	6,928	50,115	31,522
XI	Lac	...	...	...	...	294	335	1,583	2,217
XII	Leather, manufactured	2,321	2,533	50,637	53,190	539	319	5,063	3,161
XIII	Liquors	12,674	13,454	2,06,045	2,31,982	3,987	4,169	40,036	44,746
XIV	Metals	35,880	35,639	7,00,907	6,18,868	15,788	26,342	96,057	1,54,731
XV	Oils	13,300	18,835	2,57,068	3,42,684	6,143	8,072	44,129	51,921
XVI	Oil-seeds	77,930	55,309	8,17,209	3,45,326	66,386	37,766	2,64,423	1,39,857
XVII	Opium	8	24	126	291	465	660	11,546	20,529
XVIII	Paper and paste-board	...	...	...	...	1,470	1,616	9,274	9,066
XIX	Provisions	43,333	50,716	7,57,863	7,41,331	8,793	9,529	67,658	70,226
XX	Railway plant and rolling stock	290,995	90,433	16,36,647	8,56,476	...	...	...	...
XXI	Salt	90,373	96,645	5,65,993	6,12,741	75,772	74,012	2,62,117	3,11,155
XXII	Saltpetre	1,011	1,427	13,368	16,911	1,616	1,620	7,669	7,331
XXIII	Silk, raw	317	265	6,331	5,240	4	3	66	41
XXIV	Silk piece-goods	36	51	953	1,320	21	16	112	70
XXV	Spices	7,572	7,529	1,14,615	1,08,252	2,339	2,815	16,797	24,257
XXVI	Sugar	130,740	123,077	11,40,437	11,47,564	156,824	141,918	6,44,303	6,67,803
XXVII	Stone and lime	102,317	212,232	2,18,103	5,43,258	13,681	15,027	35,298	33,873
XXVIII	Tea	2,438	2,627	48,188	54,727	725	445	8,929	5,377
XXIX	Timber	93,924	88,016	3,34,272	2,42,140	22,842	18,948	83,212	72,345
XXX	Tobacco	6,965	7,805	80,538	91,101	4,887	4,266	20,238	17,908
XXXI	Umbrellas	...	...	...	...	64	46	532	445
XXXII	Wool	14,761	12,199	5,36,281	4,01,508	309	422	3,572	4,613
XXXIII	All other articles of merchandise	92,237	111,778	13,47,034	16,49,204	74,986	78,832	3,75,228	3,64,114
	TOTAL	1,781,738	1,786,473	1,73,50,922	1,63,76,782	774,585	733,277	34,41,505	33,73,151

(a) Includes the Amritsar-Pathankot railway for the whole year, and the Rájputra-Bhatinda railway up to the 12th October 1899.
(b) Includes the Amritsar-Pathankot railway for the whole year, and the Jammu and Kashmir railway from the 13th March to the 31st December 1890.

from on the several railways during the year 1890 as compared with the previous year—contd.

BY THE STATE.

LUCKNOW-SITAPUR-SERAMAU.				XXI.—EASTERN BENGAL.				XXII.—BENGAL CENTRAL.				Classification No.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	81,030	76,695	1,16,759	1,22,523	20,568	22,659	15,951	19,118	I
48	44	299	309	4,681	5,596	21,619	14,895	83	25	230	53	II
639	733	1,773	2,211	34,444	34,796	3,57,574	3,44,799	3,396	3,262	9,172	8,610	III
886	858	3,189	3,305									IV
61	66	282	356	...	...	...	...	...	...	...	...	V
451	776	1,979	2,457	...	...	...	...	...	...	...	...	VI
38,229	30,654	63,439	63,644	143,630	179,019	4,96,723	6,20,278	7,279	3,296	9,020	4,849	VII
248	308	647	846	7,377	11,042	49,547	49,003	324	301	788	779	VIII
9	11	31	57	...	...	...	...	...	...	...	...	IX
839	616	2,548	1,779	370,856	358,234	32,37,787	31,93,448	26,425	12,529	89,130	39,313	X
61	63	208	159	...	...	...	...	...	...	...	...	XI
7	12	39	78	...	...	...	...	...	...	...	...	XII
125	89	388	342	...	...	...	...	...	...	...	...	XIII
867	1,063	3,217	5,427	14,679	14,580	1,55,361	1,58,891	954	838	2,304	2,005	XIV
243	409	883	1,182	9,395	16,612	58,213	76,284	2,187	3,061	3,622	5,382	XV
8,082	4,117	12,745	8,357	46,221	36,696	1,48,376	1,21,805	7,292	4,501	10,930	6,239	XVI
33	75	245	552	...	...	...	...	...	...	...	...	XVII
20	25	92	121	...	...	...	...	...	...	...	...	XVIII
228	330	1,076	1,248	16,957	20,019	1,19,583	96,532	5,024	10,303	14,329	31,277	XIX
...	...	...	...	...	...	...	...	...	...	...	...	XX
4,401	4,875	10,268	10,744	48,116	54,580	2,12,476	2,57,678	3,197	3,427	4,286	4,575	XXI
80	95	172	164	...	...	...	...	...	...	...	...	XXII
...	...	...	...	...	...	...	...	...	...	...	...	XXIII
...	...	...	...	...	...	...	...	...	...	...	...	XXIV
112	122	450	532	...	...	...	...	...	...	...	...	XXV
8,957	9,285	18,723	25,878	22,151	19,418	59,422	79,882	10,512	4,302	26,464	9,904	XXVI
298	273	677	866	...	...	...	...	...	...	...	...	XXVII
1	3	6	13	15,031	15,919	4,15,458	4,20,247	...	...	...	...	XXVIII
1,992	1,046	4,455	2,543	3,219	23,248	11,180	39,904	...	18	...	43	XXIX
324	133	993	360	20,107	17,002	2,06,711	1,80,919	781	730	983	982	XXX
1	3	8	16	...	...	...	...	...	...	...	...	XXXI
9	13	58	87	...	...	...	...	...	...	...	...	XXXII
7,312	8,553	18,877	17,850	97,588	86,653	5,00,198	5,50,402	8,998	12,550	19,661	25,689	XXXIII
(c) 74,563	64,650	(c) 1,47,767	1,51,483	935,482	970,109	61,66,987	63,27,490	97,020	81,892	2,06,870	1,58,818	TOTAL.

(c) As corrected by line authorities.

Statement showing the quantities of the principal commodities carried and the receipts there

Classification No.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED											
		XXIII.—NALHÁTI.				WARDHA COAL.				XXIV.—CHERRA-COMPANYGANJ.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal ...	8,606	9,046	14,523	13,474	109,739	116,311	1,13,170	1,19,196	42	735	25	449
II	Cotton, raw ...	69	35	241	134	3,754	3,435	10,572	9,725	...	...	...	...
III	Cotton, twist and yarn ...	555	418	2,277	1,505	953	1,047	3,919	4,389	...	...	...	...
IV	Cotton piece-goods ...					326	277	1,745	1,466	...	...	...	...
V	Drugs and chemicals ...	6	2	57	23	25	22	127	121	...	...	...	...
VI	Dyes and tans ...	32	9	118	32	212	144	560	411	...	...	...	...
VII	Grains ...	4,222	4,625	3,544	4,151	4,872	4,548	6,371	9,245	...	...	...	...
VIII	Hides and skins ...	101	49	359	181	51	122	190	514	...	...	...	...
IX	Horns ...	...	...	...	...	...	...	...	...	...	...	...	...
X	Jute ...	403	769	952	1,144	415	302	1,226	910	...	...	...	...
XI	Lac ...	...	...	...	...	12	5	27	18	...	...	...	...
XII	Leather, manufactured ...	...	...	...	...	...	...	...	...	...	...	...	...
XIII	Liquors ...	17	12	102	83	7	5	37	28	...	...	...	...
XIV	Metals ...	212	276	828	889	447	618	1,268	1,544	...	...	...	...
XV	Oils ...	127	75	315	166	543	518	1,550	1,538	...	...	...	...
XVI	Oil-seeds ...	1,687	730	2,243	964	15,686	12,069	19,088	14,925	...	...	...	...
XVII	Opium ...	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	Paper and paste-board ...	28	14	136	137	...	...	...	...	...	...	...	...
XIX	Provisions ...	390	209	931	459	634	626	2,519	2,513	...	...	...	...
XX	Railway plant and rolling stock.	...	...	...	...	...	...	...	...	...	...	...	...
XXI	Salt ...	571	460	592	480	4,476	4,273	10,865	10,294	...	...	...	...
XXII	Saltpetre ...	...	...	...	...	...	...	...	...	...	...	...	...
XXIII	Silk, raw ...	28	442	1,020	1,571	...	...	2	2	...	...	...	...
XXIV	Silk piece-goods ...	141	64	690	299	...	...	...	...	...	...	...	...
XXV	Spices ...	132	58	473	171	127	89	473	357	...	...	...	...
XXVI	Sugar ...	454	808	904	1,487	519	653	1,620	1,967	...	...	...	...
XXVII	Stone and lime ...	200	888	340	1,381	...	...	...	...	12,767	23,984	7,893	14,404
XXVIII	Tea ...	...	...	...	...	...	...	...	...	...	...	...	...
XXIX	Timber ...	45	186	96	347	364	429	2,449	836	...	...	...	...
XXX	Tobacco ...	105	87	247	217	48	25	186	107	...	...	...	...
XXXI	Umbrellas ...	...	...	...	...	...	...	...	...	...	...	...	...
XXXII	Wool ...	...	...	...	...	...	...	...	...	...	...	...	...
XXXIII	All other articles of merchandise.	903	2,296	2,783	5,150	2,680	2,618	7,008	9,216	261	58	312	234
	TOTAL ...	19,279	21,558	33,771	34,445	146,396	148,136	1,84,983	1,89,322	13,070	24,777	8,230	15,087

from on the several railways during the year 1890 as compared with the previous year—contd.

BY THE STATE—concl'd.

XXV.—JORHÁT.				XXVI.—BURMA (a).				TOTAL.				Classifica- tion No.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
373	305	1,143	1,123	15	109	106	1,248	255,356	301,204	4,69,744	7,59,520	I
41	149	201	291	125	96	455	1,125	37,616	36,106	4,58,742	4,94,480	II
				1,840	2,772	22,851	34,018	49,750	51,587	5,30,817	5,32,303	III
210	196	1,174	1,041	2,394	3,114	41,931	47,641	44,169	43,900	9,51,461	9,23,341	IV
...	...	...	...	163	...	3,295	...	15,511	15,805	2,13,995	2,25,516	V
...	...	...	...	11,214	7,067	51,496	38,902	26,815	23,037	2,88,443	2,75,684	VI
1,273	1,139	5,714	4,427	147,640	206,381	5,81,819	8,61,786	1,233,487	1,365,788	86,02,205	84,75,606	VII
...	...	...	...	594	1,075	7,896	5,642	26,920	27,936	2,49,099	2,08,661	VIII
...	...	...	...	58	...	792	...	563	536	4,950	4,196	IX
...	...	...	...	2,105	2,569	10,284	15,904	432,600	405,037	35,60,094	34,50,526	X
...	...	...	...	88	...	1,135	...	455	403	2,953	2,394	XI
...	...	...	...	67	...	1,201	...	2,934	2,864	56,940	56,435	XII
67	53	587	421	1,434	1,068	21,006	16,251	18,311	18,850	2,68,201	2,93,853	XIII
685	519	5,702	3,818	2,032	2,756	19,425	23,402	71,514	82,631	9,85,069	9,69,605	XIV
339	388	1,978	2,507	4,170	4,260	43,345	43,501	36,347	52,230	4,11,103	5,25,162	XV
...	...	...	...	3,171	1,408	19,147	5,981	226,455	152,496	12,94,161	6,43,454	XVI
...	...	...	...	16	...	240	...	522	759	12,157	21,372	XVII
...	...	...	...	...	...	...	...	1,518	1,655	9,502	9,324	XVIII
373	381	1,948	1,840	26,231	30,339	2,33,191	2,59,805	102,013	122,452	12,04,098	12,08,281	XIX
...	...	...	...	...	...	...	...	290,995	90,433	16,36,647	8,56,476	XX
659	710	2,420	2,568	8,409	9,121	52,025	74,145	236,474	248,103	11,21,043	12,84,380	XXI
...	...	...	...	...	2	...	5	2,707	3,144	21,209	24,411	XXII
...	...	...	...	169	209	3,475	5,041	758	919	10,894	11,895	XXIII
...	...	...	...	89	46	2,695	1,688	287	177	4,450	3,377	XXIV
...	...	...	...	32	...	576	...	10,314	10,613	1,33,384	1,33,569	XXV
87	154	454	798	3,147	3,744	24,198	25,122	333,391	303,449	19,16,525	19,60,405	XXVI
...	...	...	...	9,805	4,542	16,849	11,834	139,063	256,946	2,79,160	6,05,616	XXVII
2,229	2,827	17,218	21,109	387	577	3,354	5,145	20,811	22,398	4,03,153	5,06,618	XXVIII
256	354	1,460	1,826	52,682	81,887	1,41,560	2,51,768	175,824	214,132	5,78,684	6,11,752	XXIX
...	...	...	...	2,067	1,792	20,245	19,843	35,284	31,840	3,30,191	3,11,437	XXX
...	...	...	...	145	...	1,612	...	210	49	2,152	461	XXXI
...	...	...	...	110	...	2,209	...	15,189	12,634	5,42,120	4,06,208	XXXII
1,296	1,215	7,453	7,111	15,459	27,288	1,26,436	3,00,399	301,731	331,341	24,04,990	29,29,369	XXXIII
7,888	8,390	47,452	48,910	(b) 295,968	392,242	(b) 14,59,849	20,50,199	4,145,929	4,231,504	2,90,48,336	2,87,25,687	TOTAL.

(a) Includes the Toungoo-Mandalay extension.
(b) As corrected by line authorities.

Statement showing the quantities of the principal commodities carried and the receipts there

Classification No.	DESCRIPTION OF COMMODITY.	LINES WORKED BY							
		XXXII.—GREAT INDIAN PENINSULA. (a)				XXXIII.—BOMBAY, BARODA AND CENTRAL INDIA. (b)			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	77,354	88,014	1,80,594	1,90,340	40,350	24,416	2,26,550	1,38,023
II	Cotton, raw	210,262	198,788	60,90,007	56,58,272	115,538	13 989	15,03,477	17,41,304
III	Cotton, twist and yarn	11,290	13,291	2,92,505	3,07,403	6,988	6,109	98,318	80,169
IV	Cotton piece-goods	30,066	32,181	10,31,610	10,00,392	21,058	20,630	4,70,575	4,47,795
V	Drugs and chemicals	14,311	12,073	1,80,074	1,44,979	2,146	2,940	32,200	41,366
VI	Dyes and tans	33,655	26,339	4,90,516	3,95,876	3,602	4,016	74,797	85,175
VII	Grains	496,488	550,800	61,93,777	67,19,953	199,306	121,594	11,20,610	7,25,322
VIII	Hides and skins	11,734	10,069	2,86,034	2,44,890	2,836	2,830	41,485	37,660
IX	Horns	7,350	12,810	65,721	82,628	...	...	...	...
X	Jute	22,507	22,353	3,37,603	3,34,896	5,508	6,166	44,916	51,459
XI	Lac	1,020	750	13,821	13,839	...	...	...	...
XII	Leather, manufactured	1,433	1,456	25,006	27,130	131	204	2,299	4,006
XIII	Liquors	8,637	9,210	1,48,406	1,38,734	2,968	3,002	33,113	34,410
XIV	Metals	38,958	42,301	6,48,930	6,93,742	24,143	29,949	3,24,370	3,95,771
XV	Oils	30,925	38,502	5,77,754	7,07,784	6,587	9,068	71,429	1,08,883
XVI	Oil-seeds	211,203	249,860	29,41,559	33,72,758	122,044	55,949	9,36,795	4,48,971
XVII	Opium	148	625	11,147	36,564	509	273	18,193	9,490
XVIII	Paper and paste-board	3,934	4,052	1,12,113	1,06,568	...	...	...	...
XIX	Provisions	88,468	97,968	14,70,359	15,47,583	41,359	41,374	4,13,077	3,72,127
XX	Railway plant and rolling stock	62,139	54,221	7,48,542	7,10,921	21,373	63,673	1,32,822	2,77,565
XXI	Salt	124,517	126,257	15,27,078	15,73,488	117,670	125,573	4,13,197	4,33,886
XXII	Saltpetre	...	...	...	...	1,184	1,100	12,034	10,566
XXIII	Silk, raw	43	35	1,765	1,638	415	401	12,707	11,968
XXIV	Silk piece-goods	329	371	8,707	9,741	...	...	...	...
XXV	Spices	18,681	20,733	3,60,178	3,80,576	7,129	7,372	1,00,208	1,08,312
XXVI	Sugar	52,355	64,142	7,35,655	9,49,340	35,267	44,097	4,36,277	5,19,017
XXVII	Stone and lime	31,963	31,616	1,39,704	1,24,985	23,437	22,195	61,548	61,543
XXVIII	Tea	173	208	5,577	6,174	723	836	11,981	13,287
XXIX	Timber	106,827	109,167	3,86,405	4,56,893	26,423	26,405	1,63,652	1,73,959
XXX	Tobacco	9,592	10,088	1,33,019	1,26,958	13,290	13,743	91,119	1,36,048
XXXI	Umbrellas	247	327	7,676	8,977	...	...	...	...
XXXII	Wool	1,084	1,253	22,878	27,381	5,624	5,175	1,39,824	1,19,671
XXXIII	All other articles of merchandise	61,179	55,057	10,21,465	8,99,874	186,977	209,964	10,97,063	11,51,126
	TOTAL	1,768,872	1,884,917	2,61,95,685	2,70,01,277	1,034,590	939,043	80,84,616	77,38,879

(a) Includes the Dhond-Manmád, Khámgaon, and Amráoti State railways.
(b) Includes the Pátri branch.

from on the several railways during the year 1890 as compared with the previous year—contd.

GUARANTEED COMPANIES.								TOTAL.				Classification No.
XXXIV.—MADRAS.				SOUTH INDIAN. (c)								
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.*	1890.	Previous year.	1890.	Previous year.	1890.	
Tons.	Tons. ^a	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
14,825	15,206	86,880	77,638	5,240	945	3,300	2,236	137,769	128,581	4,97,304	4,08,237	I
26,807	29,147	3,53,789	3,65,908	18,030	15,530	83,945	72,409	370,637	378,454	80,31,218	78,37,893	II
8,127	8,659	91,904	99,948	5,159	5,711	61,693	63,274	31,564	33,770	5,44,420	5,50,794	III
8,125	8,484	1,18,702	1,19,575	9,861	9,152	1,33,367	1,20,593	69,110	70,447	17,54,254	16,88,355	IV
1,699	1,931	20,687	23,923	2,369	2,263	15,355	15,078	20,525	19,207	2,48,316	2,25,346	V
18,280	18,560	1,79,678	1,58,843	6,081	5,848	33,708	30,004	61,618	54,763	7,78,699	6,69,898	VI
216,874	228,968	11,08,772	10,96,066	158,941	197,751	4,93,518	7,83,231	1,071,609	1,099,113	89,16,677	93,24,572	VII
20,281	18,019	2,96,177	2,41,559	5,251	5,149	49,763	47,577	40,102	36,067	6,73,459	5,71,686	VIII
201	165	2,069	1,618	105	124	1,436	1,546	7,656	13,099	69,226	85,792	IX
6,917	7,225	57,039	61,228	4,699	4,352	27,643	29,259	39,631	40,096	4,67,201	4,76,842	X
111	147	1,072	1,329	161	224	1,204	1,692	1,292	1,121	15,597	16,860	XI
1,878	2,044	27,054	29,190	38	32	416	389	3,480	3,736	54,775	60,715	XII
7,824	7,596	95,234	78,330	3,147	3,124	17,517	16,321	22,576	22,932	2,94,260	2,67,795	XIII
16,535	17,574	1,62,651	1,72,341	23,056	21,184	92,059	1,18,054	102,692	111,008	12,28,010	13,79,908	XIV
12,844	12,973	77,524	79,048	13,001	12,444	51,947	54,695	63,357	72,987	7,78,654	9,50,410	XV
53,985	57,326	1,85,419	2,03,355	90,457	71,776	1,99,375	1,71,539	477,689	434,911	42,63,148	41,96,623	XVI
...	1	...	35	...	...	...	...	657	899	29,340	46,089	XVII
285	291	4,861	4,793	372	471	4,884	6,315	4,591	4,814	1,21,858	1,17,676	XVIII
78,001	76,810	4,81,060	4,99,932	32,994	30,223	1,79,295	1,65,981	240,822	246,375	25,43,791	25,85,623	XIX
35,611	24,611	1,44,769	1,80,672	698	...	932	...	120,021	142,505	10,27,065	11,69,158	XX
63,339	63,166	4,05,944	3,93,844	47,487	47,057	1,43,130	1,51,864	353,013	362,053	24,89,349	25,53,082	XXI
256	262	2,043	2,382	359	469	2,070	2,388	1,799	1,831	16,147	15,336	XXII
58	57	1,140	1,173	103	104	1,397	1,384	619	597	17,009	16,163	XXIII
140	136	2,498	2,396	2	6	33	47	471	513	11,238	12,184	XXIV
2,980	2,967	28,129	25,814	1,053	1,062	6,884	7,465	29,843	32,134	4,95,399	5,22,167	XXV
30,826	33,557	1,61,088	2,76,192	61,860	52,814	2,04,380	2,22,320	180,308	194,610	15,37,400	19,66,869	XXVI
13,130	17,770	36,547	43,237	105,923	146,573	1,06,471	1,45,886	174,453	218,154	3,44,270	3,75,651	XXVII
273	319	6,264	6,916	73	146	414	659	1,247	1,509	24,236	27,036	XXVIII
85,753	102,830	2,06,331	3,13,699	39,472	42,500	72,020	77,206	208,475	280,902	8,23,408	10,21,757	XXIX
10,682	12,558	64,572	88,387	5,782	4,667	35,670	33,375	39,346	46,056	3,24,380	3,84,768	XXX
22	18	395	288	115	71	542	322	384	416	8,613	9,587	XXXI
524	503	7,520	6,689	214	162	2,146	1,848	7,446	7,093	1,72,368	1,55,589	XXXII
113,424	86,611	5,60,199	4,81,542	79,741	79,583	3,61,293	3,65,442	441,321	431,215	30,40,020	28,97,984	XXXIII
800,617	856,491	49,78,001	51,37,890	722,044	761,517	23,87,807	27,10,399	4,326,123	4,491,968	4,16,46,109	4,25,88,445	TOTAL.

(c) Includes the Pondicherry railway.

Statement showing the quantities of the principal commodities carried and the receipts there

Classification No.	DESCRIPTION OF COMMODITY.	ASSISTED							
		XXXVI.—TARAKESHWAR.				XXXVIII.—BOHILKHAND-KUMAUN.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	1,818	1,921	1,461	1,481	1	...	6	...
II	Cotton, raw	2	3	4	6	...	2	3	10
III	Cotton, twist and yarn	13	18	22	30	5	13	18	42
IV	Cotton piece-goods	38	48	67	86	203	176	1,620	1,398
V	Drugs and chemicals	37	55	56	79	32	39	201	251
VI	Dyes and tans	17	2	60	3	25	16	181	104
VII	Grains	3,295	4,009	3,557	4,155	11,142	15,321	15,066	19,450
VIII	Hides and skins	19	35	23	41	89	109	193	257
IX	Horns	9	1	10	1	5	6	25	18
X	Jute	1,113	2,048	1,401	2,679	225	209	935	865
XI	Lac	4	8	6	13	1	...	5	1
XII	Leather, manufactured	...	...	...	...	18 ^c	21	147	143
XIII	Liquors	...	...	1	1	1,234	1,009	5,879	4,853
XIV	Metals	116	137	193	194	346	485	2,244	3,418
XV	Oils	659	517	538	440	212	257	1,238	1,263
XVI	Oil-seeds	1,396	1,456	1,202	1,290	4,314	2,490	7,781	4,978
XVII	Opium	...	...	...	...	2	3	15	21
XVIII	Paper and paste-board	8	21	13	31	8	8	57	57
XIX	Provisions	1,859	3,036	1,843	2,718	1,506	2,405	7,152	11,309
XX	Railway plant and rolling stock	...	...	...	...	...	...	...	...
XXI	Salt	1,039	1,033	1,051	1,060	1,185	1,156	3,799	3,643
XXII	Saltpetre	97	92	99	79	...	...	...	...
XXIII	Silk, raw	...	...	1	...	...	...	...	1
XXIV	Silk piece-goods	...	...	...	...	...	...	...	...
XXV	Spices	49	33	98	62	62	81	375	404
XXVI	Sugar	277	255	280	241	1,213	748	1,745	1,453
XXVII	Stone and lime	892	755	398	329	3,210	1,643	3,111	2,268
XXVIII	Tea	...	...	...	...	137	229	676	1,090
XXIX	Timber	98	90	115	99	2,421	2,786	4,841	5,468
XXX	Tobacco	52	61	73	86	93	106	476	498
XXXI	Umbrellas... ..	...	...	...	...	1	1	10	9
XXXII	Wool	...	1	...	1	23	22	180	172
XXXIII	All other articles of merchandise	2,851	3,505	2,604	3,233	8,994	10,069	18,208	15,025
	TOTAL	15,758	19,140	15,176	18,438	36,707	39,410	76,237	78,474

from on the several railways during the year 1890 as compared with the previous year—contd.

COMPANIES.													Classification No.
XXXIX.—DARJEELING-HIMALAYAN.				XL—DIBRU-SADIYA.				TOTAL.					
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.			
Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.		
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
448	294	4,288	2,809	109,885	139,759	2,46,147	2,79,008	112,152	141,974	2,51,902	2,83,298	I	
...	1	...	17	...	...	2	...	2	6	9	33	II	
...	36	...	801	1	2	11	35	19	69	51	908	III	
653	561	17,031	11,301	28	19	528	382	922	804	19,246	13,167	IV	
23	36	475	767	40	135	372	876	132	265	1,104	1,973	V	
...	1	...	25	...	1	...	22	42	20	241	154	VI	
7,454	8,320	1,05,314	1,10,798	6,952	7,398	48,902	52,976	28,843	35,048	1,72,839	1,87,379	VII	
59	102	958	1,156	1	...	15	9	168	246	1,189	1,463	VIII	
...	9	...	79	...	...	...	...	14	16	35	98	IX	
...	3	...	80	76	108	1,012	1,643	1,414	2,368	3,348	5,267	X	
...	...	...	...	...	...	...	...	5	8	11	14	XI	
...	2	...	49	...	1	3	35	18	24	150	227	XII	
406	414	10,040	9,103	103	122	1,574	1,573	1,743	1,545	17,494	15,530	XIII	
1,137	1,025	24,092	17,532	1,966	2,520	16,173	20,304	3,565	4,167	42,702	41,448	XIV	
399	692	7,799	9,981	189	308	3,219	3,389	1,459	1,774	12,844	15,078	XV	
...	...	...	...	...	...	...	...	5,710	3,946	8,983	6,268	XVI	
...	...	...	...	...	...	...	...	2	3	15	21	XVII	
...	...	...	...	3	4	41	32	19	33	111	120	XVIII	
959	1,227	21,938	24,611	292	346	4,070	4,329	4,616	7,014	35,003	42,967	XIX	
...	...	...	...	...	...	...	...	...	...	...	...	XX	
518	453	8,455	7,889	154	219	1,157	1,424	2,896	2,861	14,462	13,516	XXI	
...	...	...	...	...	...	...	...	97	92	99	79	XXII	
...	...	...	...	...	...	5	11	...	...	6	12	XXIII	
...	...	...	...	...	...	...	...	...	...	...	...	XXIV	
48	66	1,192	1,367	9	10	142	173	168	190	1,807	2,006	XXV	
267	374	4,302	6,219	61	80	1,207	1,238	1,818	1,457	7,534	9,151	XXVI	
421	805	4,524	7,875	828	590	2,919	2,792	5,351	3,793	10,952	13,264	XXVII	
3,659	3,882	72,495	84,331	4,322	4,330	37,981	36,386	8,118	8,441	1,11,152	10,21,807	XXVIII	
28	248	501	1,294	2,529	2,297	2,645	3,029	5,076	5,421	8,102	9,890	XXIX	
123	199	2,716	3,257	59	46	820	716	332	412	4,085	4,557	XXX	
...	1	...	16	5	6	92	117	6	8	102	142	XXXI	
7	3	170	67	...	...	...	...	30	26	350	240	XXXII	
2,014	1,950	43,323	38,807	3,642	3,420	18,601	24,412	17,501	18,944	82,736	81,477	XXXIII	
18,628	20,704	3,29,613	3,39,731	131,145	161,721	3,87,638	4,34,911	202,238	240,975	8,08,664	8,71,554	TOTAL.	

Statement showing the quantities of the principal commodities carried and the receipts there

Classification No.	DESCRIPTION OF COMMODITY.	LINES OWNED BY NATIVE STATES							
		XLV.—THE NIZAM'S GUARANTEED STATE.				XLVI.—THE GAEKWAR'S DABHOI.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	23,543	75,448	1,74,081	4,71,896	10	43	17	72
II	Cotton, raw	916	836	12,282	11,590	2,530	4,191	4,078	6,279
III	Cotton, twist and yarn	1,006	1,342	13,846	18,919	85	114	219	307
IV	Cotton piece-goods	2,332	2,557	41,491	40,823	264	413	770	1,247
V	Drugs and chemicals	329	352	4,016	4,314	72	127	147	256
VI	Dyes and tans	1,727	2,118	14,484	17,526	48	63	140	169
VII	Grains	56,274	45,146	3,96,366	2,73,305	4,898	9,694	7,276	16,152
VIII	Hides and skins	2,128	1,832	17,623	15,690	11	36	27	98
IX	Horns	1,177	1,209	4,467	4,414	...	...	...	...
X	Jute	1,432	1,519	12,450	12,395	216	353	425	668
XI	Lac	14	23	200	275	...	...	...	...
XII	Leather, manufactured	96	70	1,167	983	...	2	1	5
XIII	Liquors	2,983	2,043	20,449	16,783	244	378	895	1,399
XIV	Metals	5,589	4,051	59,116	42,782	287	530	593	1,062
XV	Oils	1,772	2,200	13,805	17,586	38	65	103	187
XVI	Oil-seeds	27,881	39,209	1,46,120	1,94,942	686	1,773	1,206	2,914
XVII	Opium	...	4	...	182	...	...	1	2
XVIII	Paper and paste-board	379	446	5,281	5,728	...	...	...	...
XIX	Provisions	7,686	7,802	88,956	90,205	671	1,060	1,471	2,287
XX	Railway plant and rolling stock	...	...	...	...	...	803	...	410
XXI	Salt	24,274	24,369	1,15,947	1,16,311	1,775	2,052	2,827	3,291
XXII	Saltpetre	60	43	451	333	3	3	5	4
XXIII	Silk, raw	3	4	97	61	}	2	1	8
XXIV	Silk piece-goods	13	5	369	123				
XXV	Spices	1,909	2,554	18,941	18,669	241	332	571	855
XXVI	Sugar	1,575	3,402	10,729	26,244	689	1,023	1,185	1,811
XXVII	Stone and lime	3,525	8,520	16,596	40,479	2,338	1,274	2,622	1,390
XXVIII	Tea	25	21	358	303	...	1	2	2
XXIX	Timber	2,719	13,828	17,745	51,634	1,477	1,783	3,431	3,998
XXX	Tobacco	1,862	1,537	28,604	23,569	50	53	126	148
XXXI	Umbrellas	21	30	238	389	...	...	...	...
XXXII	Wool	178	237	1,999	2,728	8	4	22	14
XXXIII	All other articles of merchandise	19,976	5,654	1,02,663	60,015	8,944	15,743	18,925	28,845
	TOTAL	198,404	248,411	13,41,997	15,81,196	25,635	41,871	47,091	73,880

from on the several railways during the year 1890 as compared with the previous year—contd.

AND WORKED BY COMPANIES.

AND WORKED BY COMPANIES.												Classification No.
XLVII.—THE GAEKWAR'S MEHSANA.				XLVIII.—THE GAEKWAR'S PETLAD.				TOTAL.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	...	...	...	...	23,553	75,491	1,74,098	4,71,968	I
11	14	18	25	...	92	...	145	3,507	5,133	16,378	18,039	II
45	49	70	79	...	212	...	266	1,136	1,717	15,135	19,571	III
249	205	428	351	...	205	...	282	2,845	3,380	42,639	42,703	IV
16	13	21	17	...	70	...	59	417	562	4,184	4,646	V
78	168	106	303	...	26	...	36	1,353	2,375	14,730	18,034	VI
7,344	3,064	4,943	2,246	...	657	...	477	68,516	58,561	4,08,590	2,92,180	VII
20	34	32	46	...	38	...	46	2,159	1,940	17,682	15,880	VIII
...	...	...	...	...	...	...	...	1,177	1,209	4,467	4,414	IX
207	150	230	195	...	31	...	35	8,155	2,053	13,105	13,293	X
...	...	...	...	...	...	...	...	14	23	200	275	XI
24	22	45	39	...	1	...	2	120	95	1,213	1,029	XII
1	1	9	1	...	47	...	76	3,228	2,469	21,353	18,259	XIII
537	574	492	538	...	78	...	100	6,413	5,233	60,201	44,432	XIV
274	248	357	261	...	32	...	38	2,084	2,545	14,330	18,072	XV
6,206	4,151	3,757	2,558	...	221	...	140	34,773	45,354	1,51,083	2,00,554	XVI
...	...	...	...	...	1	...	1	...	5	1	185	XVII
...	...	...	...	...	...	...	...	379	446	5,281	5,728	XVIII
354	275	345	279	...	244	...	247	8,711	9,337	90,772	93,018	XIX
894	...	764	...	...	...	...	...	894	808	764	410	XX
606	616	565	596	...	96	...	82	26,655	27,133	1,19,339	1,20,280	XXI
53	144	71	200	...	4	...	4	116	194	527	541	XXII
...	...	...	...	...	3	...	5	3	9	98	74	XXIII
...	...	...	...	...	...	...	...	13	5	369	123	XXIV
63	58	71	61	...	72	...	104	2,219	3,016	19,583	19,639	XXV
1,607	1,409	1,475	1,310	...	388	...	553	3,871	6,222	13,389	29,718	XXVI
99	144	86	119	...	1,268	...	807	5,962	11,206	19,304	42,795	XXVII
...	...	...	...	...	...	...	1	25	22	360	306	XXVIII
871	365	715	276	...	482	...	428	5,067	16,458	21,891	56,336	XXIX
95	113	129	155	...	2,957	...	3,370	2,007	4,660	28,859	27,242	XXX
...	...	...	...	...	...	...	...	21	30	238	339	XXXI
31	27	70	72	...	4	...	8	217	272	2,091	2,822	XXXII
2,289	1,906	2,387	1,588	...	852	...	940	31,209	24,155	1,23,975	91,388	XXXIII
21,980	13,750	17,191	11,315	...	8,081	...	8,052	246,019	312,113	14,06,279	16,74,443	TOTAL.

Statement showing the quantities of the principal commodities carried and the receipts there

Classification No.	DESCRIPTION OF COMMODITY.	LINES OWNED BY NATIVE STATES AND WORKED			
		L—RÁJPUTRA-BHÁTINDA.			
		Quantity.		Receipts.	
		Previous year. (a)	1890.	Previous year. (a)	1890.
		Tons.	Tons.	Rs.	Rs.
I	Coal	290	5,860	179	1,957
II	Cotton, raw	23	65	100	284
III	Cotton, twist and yarn	11	39	24	167
IV	Cotton, piece-goods	42	402	119	2,661
V	Drugs and chemicals	53	239	175	1,016
VI	Dyes and tans	35	259	106	971
VII	Grains	3,680	62,395	6,333	2,21,264
VIII	Hides and skins	28	115	33	271
IX	Horns	...	...	...	...
X	Jute	54	998	948	3,775
XI	Lac	...	...	...	...
XII	Leather, manufactured	11	48	71	143
XIII	Liquors	43	388	1,205	1,582
XIV	Metals	177	1,912	232	3,965
XV	Oils	70	339	69	913
XVI	Oil-seeds	216	843	446	2,003
XVII	Opium	...	5	...	59
XVIII	Paper and paste-board	...	...	...	...
XIX	Provisions	124	2,831	386	9,392
XX	Railway plant and rolling stock	16,458	24,580	18,614	15,493
XXI	Salt	161	975	122	907
XXII	Saltpetre	33	47	129	78
XXIII	Silk, raw	2	7	5	12
XXIV	Silk piece-goods	...	...	...	3
XXV	Spices	188	462	211	697
XXVI	Sugar	618	6,543	2,097	16,804
XXVII	Stone and lime	608	2,373	755	3,192
XXVIII	Tea	1	5	1	24
XXIX	Timber	274	4,487	483	9,154
XXX	Tobacco	24	99	52	291
XXXI	Umbrellas	...	...	...	...
XXXII	Wool	97	214	223	879
XXXIII	All other articles of merchandise	1,780	5,429	5,554	17,165
	TOTAL	25,101	122,009	38,672	3,15,122

(a) The figures shown here are for a period from the 13th October to the 31st December 1889 only.

from on the several railways during the year 1890 as compared with the previous year—contd.

BY STATE RAILWAY AGENCY.				LINES OWNED AND WORKED BY NATIVE STATES.								Classification No.
TOTAL.				LII.—JODHPORE.				LIII.—BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
290	5,860	179	1,957	292	47	1,078	152	1,131	2,252	3,452	6,603	I
23	65	100	284	11	44	108	471	18,853	28,842	1,43,001	2,37,937	II
11	39	24	167	10	19	61	158	373	418	2,942	3,418	III
42	402	119	2,661	974	1,179	5,688	7,018	1,468	1,567	12,761	12,943	IV
53	289	175	1,016	114	140	943	946	118	117	1,123	1,033	V
35	259	106	971	204	240	1,437	1,693	723	679	5,007	4,460	VI
3,680	62,395	6,333	2,21,264	5,071	4,025	20,743	14,295	28,764	26,563	1,07,689	1,01,405	VII
28	115	33	271	250	167	1,733	1,156	252	265	2,329	2,266	VIII
...	...	...	...	...	...	...	...	20	14	144	99	IX
54	998	948	3,775	...	378	...	3,439	1,077	1,329	5,368	6,817	X
...	...	...	...	...	...	...	...	8	13	66	111	XI
11	48	71	143	50	52	489	528	59	84	511	733	XII
43	388	1,205	1,582	12	15	131	165	64	65	763	850	XIII
177	1,912	232	3,965	791	784	3,491	4,307	2,024	2,486	14,082	16,417	XIV
70	339	69	913	70	124	545	951	2,401	3,122	12,551	16,065	XV
216	843	446	2,003	183	157	500	679	5,973	7,373	21,592	26,907	XVI
...	5	...	59	38	73	460	814	12	17	254	361	XVII
...	...	...	...	...	...	...	...	74	77	855	732	XVIII
124	2,831	386	9,392	1,293	1,004	9,026	7,149	7,891	7,343	44,858	43,188	XIX
16,458	24,580	18,614	15,493	...	...	...	...	...	...	...	...	XX
161	975	122	907	10,453	10,398	49,600	49,880	3,086	4,253	5,794	7,533	XXI
33	47	129	78	40	64	204	392	18	15	133	127	XXII
2	7	5	12	1	1	4	8	2	1	28	20	XXIII
...	...	...	3	...	...	...	...	1	1	18	16	XXIV
188	462	211	697	298	262	2,351	2,137	499	662	2,919	4,498	XXV
618	6,543	2,097	16,804	6,110	6,193	36,906	39,804	6,874	8,748	33,042	42,945	XXVI
608	2,373	755	3,192	1,732	2,174	2,936	3,612	3,534	8,311	6,018	9,680	XXVII
1	5	1	24	...	1	7	9	6	2	46	47	XXVIII
274	4,487	483	9,154	1,106	2,713	5,050	10,556	12,922	11,805	72,811	66,372	XXIX
24	99	52	291	495	642	2,999	3,811	577	596	3,862	3,899	XXX
...	...	...	...	...	...	...	...	10	15	87	132	XXXI
97	214	223	879	1,854	1,752	11,602	10,406	329	331	2,095	1,949	XXXII
1,780	5,429	5,554	17,165	4,839	4,716	23,979	17,274	5,241	4,227	35,293	33,917	XXXIII
25,101	122,009	38,672	3,15,122	36,291	37,364	1,82,271	1,81,810	104,384	121,593	5,40,994	6,53,480	TOTAL.

Statement showing the quantities of the principal commodities carried, and the receipts there

Classifica- tion No.	DESCRIPTION OF COMMODITY.	LINES OWNED AND WORKED BY			
		LIV.—MORVI.			
		Quantity.		Receipts.	
		Previous year.	1890.	Previous year.	1890.
		Tons.	Tons.	Rs.	Rs.
I	Coal	26	56	137	238
II	Cotton, raw	3,477	5,578	29,216	45,712
III	Cotton, twist and yarn	34	53	200	356
IV	Cotton piece-goods	143	357	969	2,833
V	Drugs and chemicals	15	72	103	515
VI	Dyes and tans	54	118	348	855
VII	Grains	2,157	2,335	8,799	10,621
VIII	Hides and skins	22	34	115	253
IX	Horns	5	4	25	28
X	Jute	105	221	501	1,148
XI	Lac	...	...	1	...
XII	Leather, manufactured	3	7	26	55
XIII	Liquors	9	34	84	352
XIV	Metals	252	1,004	1,291	5,051
XV	Oils	222	420	1,367	2,387
XVI	Oil-seeds	462	1,066	1,953	5,420
XVII	Opium	1	19	2	228
XVIII	Paper and paste-board	17	47	139	365
XIX	Provisions	793	619	4,554	3,694
XX	Railway plant and rolling stock	126	...	113	...
XXI	Salt	...	...	1	...
XXII	Saltpetre	1	...	5	1
XXIII	Silk, raw	...	8	...	88
XXIV	Silk piece-goods	...	...	...	...
XXV	Spices	42	56	261	376
XXVI	Sugar	1,218	1,565	5,778	8,049
XXVII	Stone and lime	14	3,836	52	4,727
XXVIII	Tea	...	1	...	7
XXIX	Timber	509	988	2,280	4,956
XXX	Tobacco	255	435	1,594	3,148
XXXI	Umbrellas	1	5	8	38
XXXII	Wool	80	69	769	733
XXXIII	All other articles of merchandise	531	1,034	3,414	7,227
	TOTAL	10,624	20,041	64,105	1,09,511

from on the several railways during the year 1890 as compared with the previous year—concl'd.

NATIVE STATES—concl'd.				FOREIGN LINES.								Classifica- tion No.
TOTAL.				LVI.—WEST OF INDIA PORTUGUESE.				TOTAL.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	Previous year.	1890.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
1,449	2,355	4,667	7,043	8,018	6,171	11,328	8,745	8,018	6,171	11,328	8,745	I
22,341	34,464	1,72,325	2,84,120	13,657	14,858	55,770	58,569	13,657	14,858	55,770	58,569	II
417	490	3,203	3,932	496	735	2,450	3,203	496	735	2,450	3,203	III
2,585	3,103	19,418	22,794	364	451	1,634	2,391	364	451	1,634	2,391	IV
247	329	2,169	2,494	13	19	64	101	13	19	64	101	V
981	1,037	6,792	7,008	2	12	7	64	2	12	7	64	VI
35,992	32,923	1,37,231	1,26,321	24,581	25,434	80,333	81,076	24,581	25,434	80,333	81,076	VII
524	466	4,177	3,675	15	24	33	60	15	24	33	60	VIII
25	18	169	127	...	...	...	...	...	...	...	...	IX
1,182	1,928	5,869	11,404	19	20	97	77	19	20	97	77	X
8	13	67	111	...	...	...	...	...	...	...	...	XI
112	143	1,026	1,316	...	...	...	...	...	...	...	...	XII
85	114	978	1,367	88	198	324	773	88	198	324	773	XIII
3,067	4,274	18,864	25,775	444	767	1,955	2,995	444	767	1,955	2,995	XIV
2,693	3,666	14,463	19,403	2,145	4,100	7,564	13,066	2,145	4,100	7,564	13,066	XV
6,618	8,596	24,045	33,006	11,190	14,842	39,315	50,042	11,190	14,842	39,315	50,042	XVI
51	109	716	1,403	...	...	...	...	...	...	...	...	XVII
91	124	994	1,097	...	...	...	...	...	...	...	...	XVIII
9,977	8,966	58,438	54,031	123	38	441	166	123	38	441	166	XIX
126	...	113	...	...	...	...	...	...	...	...	...	XX
13,539	14,651	55,595	57,413	4,072	8,194	10,410	22,333	4,072	8,194	10,410	22,333	XXI
59	79	342	520	...	...	...	...	...	...	...	...	XXII
3	10	32	116	...	1	2	9	...	1	2	9	XXIII
1	1	18	16	...	...	...	...	...	...	...	...	XXIV
839	980	5,531	7,011	173	171	822	711	173	171	822	711	XXV
14,202	16,506	75,726	90,798	602	672	2,056	2,174	602	672	2,056	2,174	XXVI
5,280	14,321	9,006	18,019	49	1,494	162	606	49	1,494	162	606	XXVII
6	4	53	63	1	13	4	50	1	13	4	50	XXVIII
14,537	15,506	79,641	81,884	193	471	663	1,400	193	471	663	1,400	XXIX
1,327	1,673	8,455	10,858	276	290	1,083	1,075	276	290	1,083	1,075	XXX
11	20	95	170	...	...	...	...	...	...	...	...	XXXI
2,263	2,152	14,466	13,088	20	29	106	185	20	29	106	185	XXXII
10,661	9,977	62,686	58,418	17,051	8,548	60,365	28,719	17,051	8,548	60,365	28,719	XXXIII
151,299	178,998	7,87,370	9,44,801	83,592	87,552	2,76,988	2,78,590	83,592	87,552	2,76,988	2,78,590	TOTAL.

INDEX.

	Page.	Paragraph.
Acceleration of mail train service throughout Northern India and between Northern and Southern India.	3	9
Accidents—		
Accidents on the—		
Bengal and North-Western railway, including the Tirhoot State railway.	168	3
Bengal-Nágpur railway	168	4
Bhávnapar-Gondal-Junágarh-Porbandar railway	171	15
Burma State railway, including the Toungoo-Mandalay extension.	171	11
Cherra-Companyganj State railway	171	10
East Indian railway	168	2
Eastern Bengal State railway, including the Bengal Central railway.	170	9
Great Indian Peninsula railway	171	12
Indian Midland railway	169	5
Madras railway	171	13
North Western railway	170	8
Rajputana-Malwa State railway	169	6
South Indian railway	171	14
Southern Mahratta railway, including the Mysore section .	169	7
Statement No. 40 showing the number of persons killed and injured in connection with railway working during 1889 and 1890.	168	1
Statement No. 41 showing the number of — to trains during 1889 and 1890 and the number of persons killed and injured thereby during 1890.	172	16
Statistical figures relating to—	172	16
Adjai bridge on the East Indian Railway—		
Completion of the work connected with the strengthening of the—	13	1
Ahmedabad-Dholera Railway Survey—		
Completion of survey work	32	26
Ahmedabad-Prantij Railway Survey—		
Completion of survey work	31	25
Annual gain or loss—		
Statement No. 21 showing the direct — to the State from railway outlay from 1858-59.	96—97	53
Appendices—		
A. Additions to open mileage from the 1st April 1890 to the 31st March 1891.	ii—iii	...
B. Extensions of lines sanctioned for construction from the 1st April 1890 to the 31st March 1891.	iv—v	...
C. Lengths of lines sanctioned and open for traffic on the 31st March 1891.	vi—xii	...
D. Annual progress made in opening railways from their commencement.	xiv—xxi	...
E. Total approximate earnings from the 1st January to the 4th April 1891 as compared with the actuals of the corresponding periods of 1889 and 1890.	xxii—xxiii	...
F. Principal commodities carried and the receipts therefrom during 1890 as compared with the previous year.	xxiv—xli	...
Approximate earnings—		
Comparison of — for the first quarter of 1891 with the actuals of the corresponding periods of 1889 and 1890.	5	17
Statement showing — on the several railways from the 1st January to the 4th April 1891 as compared with the actuals of the corresponding periods of 1889 and 1890.	xxii—xxiii	App. E.

	Page.	Paragraph.
Automatic vacuum brakes—		
Fitting of — to the vehicles of the East Indian, Eastern Bengal, Great Indian Peninsula, North Western, and Oudh and Rohilkhand railways.	41	8
Bahram Ghât branch of the Bengal and North-Western Railway—		
Particulars of the construction of the —	14	3
Bareilly-Pilibhit State Railway—		
Traffic working	61	4
Bengal and North-Western Railway, including the Tirhoot State Railway—		
Accidents	168	3
Classification of the Bengal and North-Western railway	2	3
Coaching fares	121	2
Flood damages	162	3
Fuel consumption	131	5
Goods rates	123	11
Particulars of construction of the Bahram Ghât branch	14	3
Traffic working	60	3
Transfer of the working of the Tirhoot State railway to the Bengal and North-Western railway.	3	9
Works in progress	14	3
Bengal Central Railway—		
Goods rates	124	16
Survey of the most feasible route connecting the Bengal Central railway with Taki.	30	19
Traffic working	67	15
Works in progress	19	17
Bengal-Nágpur Railway—		
Accidents	168	4
Capital withdrawals during each financial year from the commencement.	58	3
Completion throughout of the —	3	8
Explorations for coal near the Eeb river	38	12
Flood damages	162	4
Fuel consumption	131	6
Goods rates	123	12
Opening of certain sections	{ 2	4
Survey from Sambalpur Road to Sambalpur	ii	App. A.
Traffic working	27	3
Works in progress	61	5
Works in progress	14	5
Bezváda Extension Railway—		
Completion of the dock on the Ellore canal at Bezváda	16	10
Traffic working	63	9
Works in progress	16	10
Bezváda-Masulipatam Railway Survey—		
Progress of work	27	7
Bhávnagar-Gondal-Junágarh-Porbandar Railway—		
Accidents	171	15
Fuel consumption	134	18
Opening of extension to Verával Bandar	iii	App. A.
Traffic working	75	38
Works in progress	24	38
Bhopal-Itársi Railway—		
Traffic working	73	31
Works in progress	23	32
Bikanir Desert Railway Survey—		
Completion of survey work	29	14

	Page.	Paragraph.
Bombay and South Coast Railway Survey—		
Project for construction of the line and progress of survey work	32	27
Bombay, Baroda and Central India Railway—		
Coaching fares	121	6
Flood damages	166	14
Fuel consumption	133	15
Goods rates	121	19
Traffic working	70	22
Works in progress	22	27
Brakes—		
Fitting of the automatic vacuum — to vehicles of the East Indian, Eastern Bengal, Great Indian Peninsula, North Western, and Oudh and Rohilkhand railways.	41	8
Bridge over the Kistna river at Bezvada on the East Coast Railway.	{ 3	8
	21	24
Broach-Jambusar Railway Survey—		
Progress of work	31	23
Burma State Railway, including the Toungoo-Mandalay extension—		
Accidents	171	11
Date of opening for traffic of the length from Kemmendine to Godwin's Road wharf.	ii	App. A.
Fuel consumption	133	13
Traffic working	69	20
Works in progress	19	20
Capital—		
— transactions	49	3
Explanatory remarks as regards — expenditure and revenue statistics shown in the several statements.	1	1
Graphic diagram showing — expenditure from the commencement of railway construction in India to the end of 1890.	3	11
Statement No. 6 showing the total — raised by guaranteed railways up to the 31st December 1890.	46—47	2
Statement No. 7 showing the total — raised by State lines leased to companies up to the 31st December 1890.	47	2
Statement No. 8 showing debenture loans on the 31st December 1890.	48	3
Statement No. 9 showing — expenditure in England and India on Indian State railways distributed over heads of account up to the 31st December 1890.	50—53	3
Statement No. 10 showing — authorized, raised, and withdrawn for guaranteed, subsidized, and State lines leased to companies up to the 31st December 1890.	54	3
Statement No. 11 showing — received and withdrawn by guaranteed, subsidized, and State lines leased to companies during 1890.	55	3
Statement No. 12 showing annual withdrawals by guaranteed railways of — from the commencement to the end of 1890-91.	56—57	3
Statement No. 13 showing the annual — withdrawals on account of the Bengal Central, Southern Mahratta, Mysore, Bengal-Nagpur, Indian Midland, and Lucknow-Bareilly railways from the commencement to the 31st March 1891.	58	3
Statement No. 14 showing the annual — withdrawals by the Rohilkhand-Kumaun Railway Company from the commencement to the 31st March 1890.	58	3
Statement No. 19 showing the — cost of the several open lines on the 31st December 1890 and the average cost per mile.	92—93	40
Statement No. 24 showing — expenditure, net revenue, &c., on guaranteed railways from 1870.	100	49
Total — debit against open lines on the 31st December 1890.	88	41

	Page.	Paragraph.
Capital—		
Total — expenditure and average cost per mile on all railways up to the 31st December 1890.	3	10
Total — expenditure on Indian railways up to the 31st December 1890.	46	1
Total — raised by guaranteed railways and State lines leased to Companies up to the 31st December 1890.	46	2
Casualties—		
Percentage of — during 1889 and 1890	135	2
Statement No. 33 showing — by death, resignation and discharge, or dismissal on the several open lines during 1890.	140—147	...
Chaman Extension, Sind-Pishin section—		
Works in progress	20	21
Cherra-Companyganj State Railway—		
Accidents	171	10
Traffic working	68	18
Classification—		
— of the Bengal and North-Western railway	2	3
Revised — of railways adopted for the present Administration Report.	1	2
Coaching traffic—		
Particulars regarding — on all railways for 1890 as compared with 1889.	106	62
Statement showing the coaching earnings of all railways for the last five years.	104	57
Total number of passengers carried and earnings from — during 1890.	4	13
Coal—		
Explorations for — in the Daltonganj coal field	38	11
Explorations for — in the Darjeeling coal fields	33	2
Explorations for — near the Eeb river on the Bengal-Nágpur railway.	38	12
Statement showing the quantity in tons of — produced in India from 1880 to 1890.	38—39	13
Collieries—		
Dandot colliery	36	7
Khost colliery	36	8
Kurhurbaree and Serampore collieries	33	1
Mohpani colliery	34	4
Singareni colliery	35	6
Umaria colliery	35	5
Warora colliery	33	3
Committee of Locomotive and Carriage Superintendents for India—		
Formation of a —	41	10
Cost—		
Average — per mile of all open lines	88	40
Statement No. 19 showing the capital — of the several open lines on the 31st December 1890 and the average — per mile open.	92—93	40
Total average mileage — of all open lines up to the 31st December 1890.	3	10
Total capital — of all railways up to the 31st December 1890 .	3	10
Couplings—		
Particulars regarding the provision of — at both ends of vehicles of the standard gauge.	41	9
Daltonganj coal field	38	11

	Page.	Paragraph.
Dandot Colliery	36	7
Darjeeling coal fields—		
Explorations for coal in the —	33	2
Darjeeling-Himalayan Railway—		
Coaching fares	122	8
Goods rates	125	20
Traffic working	72	28
Works in progress	23	31
Delhi-Umballa-Kalka Railway—		
Date of opening to traffic of the —	{ 2	4
Junction arrangements at Delhi owing to the entry of the —	iii	App. A.
Works in progress	15	7
Works in progress	23	29
Deoghur Railway—		
Traffic working	72	26
Diagram, graphic—		
Open mileage, capital outlay, gross earnings, working expenses and net earnings from the commencement of railway construction in India to the end of 1890 exhibited in the —	3	11
Dibru-Sadiya Railway—		
Traffic working	72	29
Disincrustator for boilers—		
Experiments with the Eucalyptus fluid as a —	41	11
Earnings—		
See "Gross earnings"		
See "Net earnings"		
East Coast Railway—		
Bridge over the Kistna river at Bezvada on the —	{ 3	8
Date of sanction for the construction of the —	21	24
Particulars of survey work	iv	App. B.
Works in progress	30	20
Works in progress	21	24
East Indian Railway—		
Accidents	168	2
Completion of the work connected with the strengthening of the Jynthee, Pathroo, and Adjai bridges and with the repairing of the damages caused by the accident to the Jynthee bridge.	13	1
Fuel consumption	131	4
Goods rates	122	10
Kurhurbaree and Serampore collieries	33	1
Lines under survey or projected	25	1
Results to the State of working the —	6—7	20
Traffic working	59	1
Works in progress	13	1
Eastern Bengal State Railway—		
Accidents	170	9
Completion of the Behar section of the —	3	8
Continuous double line communication between Sealdah and Dock junction.	19	16
Ferry on the Kosi river between Ancharaghât and Kunwa	67	14
Flood damages	165	10
Fuel consumption	133	12
Goods rates	124	15
Lines under survey or projected	30	18
Opening of certain sections	ii	App. A.
Traffic working	67	14
Works in progress	18	16
Eeb river coal explorations	38	12

	Page.	Paragraph.
Eucalyptus fluid—		
Experiments with the — as a disinfectant for boilers .	41	11
Expenses—		
Graphic diagram showing working — from the commencement of railway construction in India to the end of 1890. See "Working expenses."	3	11
Exports of wheat—		
Total tonnage of wheat exported from Calcutta, Bombay, and Kurrachee ports during the last three years.	5	16
Extensions of lines—		
— sanctioned from the 1st April 1890 to the 31st March 1891.	iv—v	App. B.
Sanction to the construction of —	2	6—7
Fares and rates—		
Alterations in coaching fares on the —		
Bengal and North-Western railway, including the Tirhoot State railway.	121	2
Bombay, Baroda and Central India railway, including the Rajputana-Malwa State railway.	121	6
Darjeeling-Himalayan railway	122	8
Madras railway	122	7
Morvi railway	122	9
North Western railway	121	4
Oudh and Rohilkhand railway	121	5
Southern Mahratta railway, including the Mysore section .	121	3
Alterations in goods rates on the—		
Bengal and North-Western railway, including the Tirhoot State railway.	123	11
Bengal Central railway	124	16
Bengal-Nágpur railway	123	12
Bombay, Baroda and Central India railway, including the Rajputana-Malwa State railway.	124	19
Darjeeling-Himalayan railway	125	20
East Indian railway	122	10
Eastern Bengal State railway	124	15
Great Indian Peninsula railway	124	18
Morvi railway	125	21
Nalháti State railway	124	17
North Western railway	123	14
Southern Mahratta railway, including the Mysore section .	123	13
Introduction generally on all railways of the Conference regulations as revised by the Railway Conference of 1888 as regards—	121	1
Statement No. 30 showing the passenger fares and goods rates on the several railways.	126—129	1
Financial results—		
Comparison of—of working of the principal railways by State agency for the last four years.	89	52
Explanatory remarks regarding the statements showing the — of working the railways for 1889-90.	6	20
Statements Nos. 1 to 4 showing the — to the State of working for 1889-90 of the—		
East Indian railway	7	20
Guaranteed railways	12	20
State lines leased to Companies	11	20
State railways (Commercial)	8—9	20
State railways (Military)	10	20

	Page.	Paragraph.
Flood damages—		
General remarks on —	162	1
Particulars of — on the—		
Bengal and North-Western railway	162	3
Bengal-Nágpur railway	162	4
Bombay, Baroda and Central India railway	166	14
Eastern Bengal State railway, including the Bengal Central railway.	165	10
Gaekwar's Dabhoi railway	167	17
Great Indian Peninsula railway	166	13
Indian Midland railway	163	5
Jorhát State railway	166	12
Madras railway	167	15
Morvi railway	167	18
Nalháti State railway	166	11
North Western railway	164	8
Oudh and Rohilkhand railway	164	9
Rajputana-Malwa State railway	163	6
South Indian railway	167	16
Southern Mahratta railway, including the Mysore section	163	7
Tirhoot State railway	162	2
Frontier Railway Surveys—		
Progress of work	29	16
Fuel—		
Source and price at place of delivery of — used on the—		
Bengal and North-Western railway, including the Tirhoot State railway.	131	5
Bengal-Nágpur railway	131	6
Bhánagar-Gondal-Junágarh-Porbandar railway	134	18
Bombay, Baroda and Central India railway	133	15
Burma State railway, including the Toungoo-Mandalay extension	133	13
East Indian railway	131	4
Eastern Bengal State railway, including the Bengal Central railway.	133	12
Great Indian Peninsula railway	133	14
Indian Midland railway	131	7
Madras railway	134	16
North Western railway	132	10
Oudh and Rohilkhand railway	132	11
Rajputana-Malwa State railway	131	8
South Indian railway	134	17
Southern Mahratta railway, including the Mysore section	131	9
Statement No. 31 showing total consumption of — on all railways during 1889 and 1890 and the particulars regarding the consumption, description, and cost of — used on the principal railways during 1890.	130	1—3
Gaekwar's Railways—		
Date of opening of the length from Báhádpur to Bodeli	iii	App. A.
Date of opening of the length from Viramgám to Mehsána of the Gaekwar's Mehsána railway.	iii	App. A.
Date of opening of the Gaekwar's Petlád railway	iii	App. A.
Flood damages	167	17
Survey of the proposed branch from Vishvámitri to the town of Padra.	32	30
Traffic working	74	33—35
Works in progress	23—24	33—35
Gain or loss—		
Statement No. 21 showing the direct annual — to the State from railway outlay from 1858-59.	96—97	53
General merchandise—		
Quantity of — carried and freight received during 1890 as compared with 1889, and the principal variations in commodities.	4	14

	Page.	Paragraph.
General results of working—		
Comparison of — for the last three years	88	42
Statement No. 25 showing the — of guaranteed railways for 1890.	101	49
Statement No. 28 showing the — of the 16 principal railways during 1890.	116—119	54
Godhra-Rutlam Railway—		
Date of sanction for the construction of the —	iv	App. B.
Works in progress	17	12
Goods traffic—		
Aggregate tonnage of goods moved and earnings from — during 1889 and 1890.	4	14
Particulars regarding the — on all railways during 1890 as compared with 1889.	106	63
Quantity of general merchandise carried and freight received during 1890 as compared with 1889, and the principal variations in commodities.	4	14
Statement No. 16 showing the tonnage and earnings of — on the several railways during 1890.	80—83	...
Statement No. 17 showing the unit mileages of — on the several railways during 1890.	84—87	...
Statement showing the tonnage of goods moved, the ton-mileage of goods, and goods earnings for the last five years.	104	57
Grain and seeds traffic—		
Total weight of — carried during 1889 and 1890	4	15
Grand Chord Line project—		
Particulars of —	25	2
Graphic diagram—		
Open mileage, capital outlay, gross earnings, working expenses, and net earnings from the commencement of railway construction in India to the end of 1890 exhibited in the —	3	11
Great Indian Peninsula Railway—		
Accidents	171	12
Flood damages	166	13
Fuel consumption	133	14
Goods rates	124	18
Traffic working	69	21
Transfer of the working of the Wardha Coal State railway to the —	3	9
Works in progress	22	26
Gross earnings—		
Explanatory remarks on —	105	58
Graphic diagram showing — from the commencement of railway construction in India to the end of 1890.	3	11
— during 1889 and 1890	4	12
Statement showing — of the principal railways per mean mile worked per week in five yearly periods from the commencement up to 1888 and for 1890.	102	55
Statement showing — of the principal railways per mean mile worked per week with percentage of working expenses on gross earnings for the last two years.	103	56
Statement showing the — and working expenses on all railways for the last five years.	104	57
Statement showing total —, working expenses, and net earnings grouped in eight classes of railways for 1890; also results per train mile compared with 1889.	105	59
Statement No. 26 showing —, working expenses, &c., on the several railways during 1890.	108—111	54
Statistics of — on all lines during 1890	88	43

	Page.	Paragraph.
Guaranteed interest—		
Statement No. 22 showing the ——— advanced to guaranteed railways to the 31st December 1890 and the amount advanced on account of ——— to the 30th June 1890.	98	49
Statement No. 24 showing the annual capital expenditure, net revenue, ———, &c., on guaranteed railways from 1870.	100	49
Guaranteed Railways—		
Statement No. 22 showing the guaranteed interest advanced to ——— to the 31st December 1890, and the amount advanced on account of guaranteed interest to the 30th June 1890.	98	49
Statement No. 23 showing the surplus profits up to the end of 1879, and half-yearly from 1880 earned by the ——— to the 31st December 1890.	99	49
Statement No. 24 showing the annual capital expenditure, net revenue, guaranteed interest, &c., on the ——— from 1870.	100	49
Statement No. 25 showing the results of working the ——— for 1890	101	49
Hall line steamers—		
Through booking of passenger and goods traffic to* Europe by the ———	64	11
Hindupur branch of the South Indian Railway—		
Completion of survey work on the ———	27	8
Progress of construction work on the ———	17	11
Hyderabad-Umarkot Railway—		
Completion of survey work	28	12
Date of sanction for the construction of the ———	iv	App. B.
Works in progress	21	23
Indian Midland Railway—		
Accidents	169	5
Capital withdrawals during each financial year from the commencement.	58	3.
Flood damages	163	5
Fuel consumption	131	7
Traffic working	61	6
Works in progress	14	6
Introduction of an accelerated mail train service throughout Northern India and between Northern and Southern India.	3	9
Jodhpore-Bikanir Railway—		
Progress of survey work	32	31
Date of sanction for construction of the ———	v	App. B.
Works in progress	24	40
Jodhpore Railway—		
Traffic working	74	37
Works in progress	24	37
Jorhát State Railway—		
Flood damages	166	12
Traffic working	69	19
Works in progress	19	19
Jubbulpore-Gondia Railway Survey—		
Reconnaissance between Jubbulpore and Gondia on the Bengal-Nágpur railway.	27	4
Jynthee bridge on the East Indian Railway—		
Completion of the work connected with the strengthening of the ——— and with the repairing of the damages caused by the accident to the ———	13	1
Kabul River Survey—		
Completion of survey work	28	11
Kashmir Railway Surveys—		
Progress of work	29	15
Khattan oil works	37	9

	Page.	Paragraph.
Khost Colliery	36	8
Kistna bridge on the East Coast Railway—		
Works in progress on the —	21	24
Kolhápúr Railway—		
Works in progress	24	36
Kurhurbaree and Serampore Collieries	33	1
Lines under survey or projected—		
Ahmedabad-Dholera railway survey	32	26
Ahmedabad-Prantij railway survey	31	25
Bengal Central railway	30	19
Bengal-Nágpur railway	27	3
Bezváda-Masulipatam railway survey	27	* 7
Bikanir Desert railway survey	29	14
Bombay and South Coast railway survey	32	27
Broach-Jambusar railway survey	31	23
East Coast railway survey	30	20
East Indian railway	25	1
Eastern Bengal State railway	30	18
Frontier railway surveys	29	16
Gaekwar's Vishvámitri-Padra railway survey	32	30
Grand chord line project	25	2
Hyderabad-Umarkot railway survey	28	12
Jodhpore-Bikanir railway	32	31
Jubbulpore-Gondia railway survey	27	4
Kabul river survey	28	11
Kashmir railway surveys	29	15
Lucknow-Jaunpur railway survey	30	17
Madras-Gúdúr railway survey	27	9
Moghalsarai-Howrah railway project	26	2
Mu Valley State railway	31	22
Nadiad-Kapadvanj railway survey	31	24
Nellore-Guntúr railway survey	27	10
Nilgiri railway	32	29
North Western railway	28	11
Palanpur-Deesa railway survey	27	6
Rajputana-Malwa State railway	27	5
South Indian railway (Hindupur branch)	27	8
Surveys between Calcutta and Moghalsarai	25	2
Tinnevely-Quilon railway	32	28
Toungoo-Mandalay railway	31	21
Western Bengal railway project	25	2
Zhob Valley railway surveys	28	13
Locomotives—		
Statement No. 5 showing the number and value of — and vehicles on the several railways and the rolling stock fitted with continuous and continuous automatic brakes.	42—45	7
Statement No. 38 showing particulars regarding the average number of — employed in conveying traffic and the work obtained from each during the two-half years of 1890.	156—157	1
Statement No. 39 showing particulars regarding the actual number of — and vehicles employed in conveying traffic and the number of miles travelled by trains.	158—161	2
Loss or gain—		
Statement No. 21 showing the direct annual — to the State from railway outlay from 1858-59.	96—97	53
Lucknow-Jaunpur Railway Survey—		
Progress of work	30	17
Lucknow-Sitapur-Seramau State Railway—		
Traffic working	66	13
Madras-Gúdúr Railway Survey—		
Completion of a preliminary survey from Madras to Gúdúr	27	9

	Page.	Paragraph.
Madras Railway—		
Accidents	171	13
Bridge over the Pápaghni river	22	28
Coaching fares	122	7
Flood damages	167	15
Fuel consumption	134	16
Junction arrangements at Kátpádi on account of the opening of the Villupuram-Guntakal State railway.	23	28
Revision of train service	71	23
Traffic working	70	23
Works in progress	22	28
Main results of working—		
Statement showing the — on all railways for the last five years.	104	57
Máyavaram-Mutupet Railway—		
Date of sanction for the construction of the —	iv	App. B.
Works in progress	17	13
Mean mileage—		
Statement No. 18 showing the — worked during 1890.	91	40
Statement showing the open mileage and — for the last five years.	104	57
Miánwáli-Mári State Railway—		
Works in progress	21	22
Mileage—		
Additional — sanctioned during 1890-91	2	6—7
Additions to open — from the 1st April 1890 to the 31st of March 1891.	ii—iii	App. A.
Average length of line worked during 1890 compared with the traffic in passengers and goods.	106	61
Distribution of open —	2	4
Extensions of line sanctioned from the 1st April 1890 to the 31st March 1891.	iv—v	App. B.
Graphic diagram showing open — from the commencement of railway construction in India to the end of 1890.	3	11
— opened between the 31st March and 15th May 1891.	2	5
Statement showing the total — open and the total mean — worked for the last five years.	104	57
Statement showing annual progress made in the length of railways open, since their commencement.	xiv—xxi	App. D.
Statement showing lengths of line sanctioned and open for traffic on the 31st March 1891.	vi—xii	App. C.
Statement No. 18 showing the — of open lines on the 31st December 1890 and the mean mileage worked during 1890.	91	40
Total length of railways open for traffic during 1889-90 and 1890-91 and additional lengths subsequently opened.	2	4—5
Total sanctioned — on the 31st March 1891	3	7
Mileage cost—		
Total average — of all railways up to the 31st December 1890	3	10
Military and Commercial sections, North Western Railway—		
General results of working the — during 1890	65	11
Moghalsarai-Howrah Railway project—		
Particulars of—	26	2
Mohpani Colliery	34	4

	Page.	Paragraph.
Morvi Railway—		
Coaching fares	122	9
Flood damages	167	18
Goods rates	125	21
Through booking of all traffic with all Indian railways from January 1890.	75	39
Traffic working	75	39
Works in progress	24	39
Mu Valley State Railway—		
Dates of sanctions for construction of certain lengths of the ———	iv	App. B.
Progress of survey work	31	22
Works in progress	21	25
Nadiad-Kapadvanj Railway Survey—		
Progress of work	31	24
Nalhāti State Railway—		
Flood damages	166	11
Goods rates	124	17
Traffic working	68	16
Works in progress	19	18
Nanjangūd Extension, Southern Mahratta Railway—		
Works in progress	16	9
Native Drivers and Shunters—		
Statement No. 34 showing the average number of ——— employed on the several railways during 1889 and 1890.	148—149	3
Statement showing gradual increase in the total number of the ——— on all railways from 1881.	150	3
Nellore-Guntūr Railway Survey—		
Completion of survey work	27	10
Net earnings—		
Graphic diagram showing the ——— from the commencement of railway construction in India to the end of 1890.	3	11
Statement No. 20 showing the ——— and their percentage on capital outlay for the 16 principal railways for the last five years.	94—95	48
Statement No. 24 showing capital expenditure, ———, &c., on guaranteed railways from 1870.	100	49
Statement No. 26 showing gross earnings, working expenses, ———, &c., on the several railways during 1890.	108—111	54
Total ——— realised during 1889 and 1890 and percentage on open line capital expenditure.	6	19
Nilgiri Railway—		
Progress of survey work	32	29
Date of sanction for construction of the ———	v	App. B.
Nizam's Guaranteed State Railway, including the Bezvāda Extension—		
Traffic working	73	32
North Western Railway—		
Accidents	170	8
Arrangements for the supply of water on the Frontier section by gravitation.	18	14
Coaching fares	121	4
Completion of troop traffic works	17	14
Dandot and Khost collieries	36	7—8
Flood damages	164	8
Fuel consumption	132	10
General results of working the Military and Commercial sections during 1890.	65	11
Goods rates	123	14

	Page.	Paragraph.
North Western Railway—concl'd.		
Heavy repairs and flood protection works on the Sind-Pishin section.	18	14
Junction arrangements at Umballa Cantonment station owing to the entry of the Delhi-Umballa-Kalka railway.	17	14
Lines under survey or projected	28	11
Regrading of the line between Sibi and Násák Frontier . . .	18	14
Through booking of passengers and goods traffic to Europe .	64	11
Traffic working	63	11
Works in progress	17	14
Oil works at Khattan	37	9
Open mileage—		
Graphic diagram showing the — from the commencement of railway construction in India to the end of 1890.	3	11
Lengths opened between the 31st March and 15th May 1891	2	5
Particulars of chief sections opened during 1890-91	2	4
See "Mileage."		
Total length of railways open for traffic during the years 1889-90 and 1890-91, and additional lengths subsequently opened.	2	4—5
Oudh and Rohilkhand Railway—		
Coaching fares	121	5
Flood damages	164	9
Fuel consumption	132	11
Traffic working	65	12
Works in progress	18	15
Palanpur-Deesa Railway Survey—		
Completion of survey work	27	6
Passenger traffic—		
Statement No. 15 showing details of the — on the several railways during 1890.	76—79	...
Statement No. 17 showing the unit mileages of the — on the several railways during 1890.	84—87	...
Statement showing the number of passengers carried and the passenger unit mileages for the last five years.	104	57
Total number of passengers carried and earnings from coaching traffic during 1889 and 1890.	4	13
Patna-Gya State Railway—		
Traffic working	60	2
Persons employed—		
Numbers of railway servants employed during 1889 and 1890	135	1
Percentage of casualties amongst Europeans and East Indians during 1889 and 1890.	135	2
Statement No. 32 showing number of servants employed on the several open lines on the 31st December 1890.	136—139	1
Statement No. 33 showing casualties by death, resignation and discharge, or dismissal on the several open lines during 1890.	140—147	...
Statement No. 34 showing the average number of Native drivers and shunters employed during 1889 and 1890.	148—149	3
Statement No. 35 showing particulars regarding the State railway Provident institutions on the 31st December 1890.	150	4
Statement No. 36 showing the Railway Volunteer corps on the 31st March 1891.	151—153	5
Statement No. 37 showing the strength and cost of police on open lines and the amount of compensation payments due to thefts during 1890.	153—155	6
Statement showing gradual increase in the total number of native drivers and shunters on all railways from 1881.	150	3
Petroleum in Assam	37	10

	Page.	Paragraph.
Police—		
Statement No. 37 showing the strength and cost of — on the several railways and the amount of compensation payments due to thefts during 1890.	153—155	6
Principal commodities—		
Remarks on the — carried on the several railways during 1889 and 1890.	107	64
Statement showing the — carried and receipts therefrom on the several railways during 1890 as compared with previous year.	xxiv—xli	App. F.
Statement No. 29 showing a summary of the — carried on all railways during 1889 and 1890.	120	64
Principal events—		
Introduction of an accelerated mail train service throughout Northern India and between Northern and Southern India.	3	9
Purchase by the State of the South Indian railway and working of this line and that of the Villupuram-Guntakal State railway by a Company.	3	9
Transfer of the working of the Lucknow-Sitapur-Seraman State railway to, and working of the entire length of railway between Lucknow and Bareilly by, the Rohilkhand-Kumaun Railway Company.	3	9
Transfer of the working of the Tirhoot State railway to the Bengal and North-Western Railway Company.	3	9
Transfer of the working of the Wardha Coal State railway to the Great Indian Peninsula Railway Company.	3	9
Provident Institutions—		
Statement No. 35 showing particulars regarding the State Railway—	150	4
Purchase by the State of the South Indian Railway . . .	3	9
Puthroo bridge on the East Indian Railway—		
Completion of the work connected with the strengthening of the —	13	1
Quetta loop, North Western Railway—		
Surveys for a permanent high level line	28	11
Railway servants—		
Numbers of — employed during 1889 and 1890	135	1
Statement No. 32 showing number of — on the several open lines on the 31st December 1890.	136—139	1
Rájpura-Bhátinda Railway—		
Traffic working	74	36
Rajputana-Malwa State Railway—		
Accidents	169	6
Flood damages	163	6
Fuel consumption	131	8
Junction arrangements at Delhi owing to the entry of the Delhi-Umballa-Kalka railway.	15	7
Survey of a Chord line from Rewári to Phulera	27	5
Traffic working	62	7
Works in progress	15	7
Rates and fares—		
Alterations in coaching fares on the —		
Bengal and North-Western railway, including the Tirhoot State railway.	121	2
Bombay, Baroda and Central India railway, including the Rajputana-Malwa State railway.	121	6
Darjeeling-Himalayan railway	122	8

	Page.	Paragraph.
Rates and fares—concl'd.		
Alterations in coaching fares on the—		
Madras railway	122	7
Morvi railway	122	9
North Western railway	121	4
Oudh and Rohilkhand railway	121	5
Southern Mahratta railway, including the Mysore section	121	3
Alterations in goods rates on the—		
Bengal and North-Western railway, including the Tirhoot State railway.	123	11
Bengal Central railway	124	16
Bengal-Nágpur railway	123	12
Bombay, Baroda and Central India railway, including the Rajputana-Malwa State railway.	124	19
Darjeeling-Himalayan railway	125	20
East Indian railway	122	10
Eastern Bengal State railway	124	15
Great Indian Peninsula railway	124	18
Morvi railway	125	21
Naháti State railway	124	17
North Western railway	123	14
Southern Mahratta railway, including the Mysore section	123	13
Introduction generally on all railways of the Conference regulations as revised by the railway Conference of 1888 as regards —	121	1
Statement No. 30 showing the passenger fares and goods rates on the several railways.	126—129	1
Results, Financial—		
Explanatory remarks regarding the statements showing the — of working all railways for 1889-90.	6	20
Statement Nos. 1 to 4 showing — to the State of working for 1889-90 of the—		
East Indian railway	7	20
Guaranteed railways	12	20
State lines leased to Companies	11	20
State railways (Commercial)	8—9	20
State railways (Military)	10	20
Results of working—		
Comparison of financial — by State agency of the principal railways for the last four years.	89	52
Comparison of general — for the last three years	88	42
Statement No. 23 showing the general — of the 16 principal railways during 1890.	116—119	54
Statement showing the main — of all railways for the last five years.	104	57
Statement No. 25 showing the — of guaranteed railways for 1890.	101	49
Revenue Statistics—		
Explanatory remarks as regards the capital expenditure and — shown in the several statements.	1	1
Particulars regarding — for 1890	88—90	42—52
Revised classification—		
— of railways adopted for the present Administration Report.	1	2
Rohilkhand-Kumaun Railway—		
Completion of the Gola Gokaran Nath-Pilibhit section of the —	3	8
Extensions of the — sanctioned	iv	App. B.
Traffic working	72	27
Withdrawals of capital expenditure during each financial year from the commencement to the 31st March 1890.	58	3
Works in progress	14 and 23	4 and 30

	Page.	Paragraph.
Rolling Stock—		
Formation of a committee of Locomotive and Carriage Superintendents for India.	41	10
Particulars of the automatic vacuum brake fitted to the — of certain railways.	41	8
Particulars of couplings for standard gauge —	41	9
Statement No. 5 showing the number and value of locomotives and vehicles on the several railways, and the rolling stock fitted with continuous and continuous automatic brakes.	42—45	7
Statement No. 38 showing the average number of locomotives employed on the principal railways and the average work obtained from each during the two half-years of 1890.	156—157	1
Statement No. 39 showing the number of engines and vehicles used in conveying traffic and the number of miles travelled by trains during 1890.	158—161	2
Seeds and grain traffic—		
Total weight of — carried during 1889 and 1890	4	15
Serampore and Kurhurbaree Collieries	33	1
Sibi to Násák Frontier—		
Regrading of line from —	18	14
Sind-Pishin, Chaman Extension—		
Progress of work in connection with the main tunnel on the—	20	21
Works in progress	20	21
Singareni Colliery	35	6
South Indian Railway—		
Accidents	171	14
Addition of 5 spans to the existing bridge of 10 spans of 100 feet over the Gadilam river.	16	11
Completion of survey work on the Hindupur branch of the —	27	8
Extensions of the Villupuram-Guntakal section of the — sanctioned.	iv	App. B.
Flood damages	167	16
Fuel consumption	134	17
Opening of certain portions of the Villupuram-Guntakal section of the —	2	4
Progress of construction work on the Hindupur branch of the—	ii	App. A.
Purchase by the State of the—	17	11
Revision of train service	3	9
Traffic working	71—72	24
Works in progress	71	24
	16	11
Southern Mahratta Railway, including the Mysore section—		
Accidents	169	7
Capital withdrawals during each financial year from the commencement.	58	3
Coaching fares	121	3
Completion of the Southern Mahratta railway :	3	8
Extensions from the Kistna river to the Canal wharf station and from Bangalore to Hindupur sanctioned.	iv	App. B.
Flood damages	163	7
Fuel consumption	131	9
Goods rates	123	13
Opening of certain sections	ii	App. A.
Progress of work on the Nanjangúd extension	16	9
Traffic working	62	8
Works in progress	15	9
State Railways—		
Financial results of working the principal — by State Agency for the last four years.	89	52

	Page.	Paragraph.
Statistics—		
Explanatory remarks as regard the capital expenditure and revenue — shown in the several statements.	1	1
Particulars regarding Revenue — for 1890	88—90	42—52
Statement No. 28 showing the — of working of the 16 principal railways during 1890.	116—119	54
Statement showing revenue — grouped in eight classes of railways for 1889 and 1890.	105	59
Varying conditions affecting —	1	1
Stores—		
Cost of the establishments at ports	40	3
Expenditure in England	40	1
Expenditure in India	40	2
Losses of stores at sea	40	5
Ships employed	40	4
Value of imported stores held in reserve at Calcutta	40	6
Surplus profits—		
Statement No. 23 showing the — up to the end of 1879 and half-yearly from 1880 earned by guaranteed railways to the 31st December 1890.	99	49
Surveys between Calcutta and Moghalsarai—		
Progress of work	25	2
Surveys—		
See “Lines under survey or projected”		
Tabular Statements—		
List of — contained in the Administration Report	*ix—xi	...
Tárakeshwar Railway—		
Traffic working	72	25
Thatôn-Duyinzáik Railway—		
Traffic working	73	30
Through booking of passengers and goods traffic to Europe—		
Particulars of the North Western railway earnings from passengers and parcels traffic during 1889 and 1890.	64	11
Tinnevelly-Quilon Railway—		
Negotiations for a line from Tinnevelly to Quilon	32	28
Tirhoot State Railway—		
Flood damages	162	2
Opening of certain sections —	ii	App. A.
Transfer of the working of the — to the Bengal and North-Western Railway Company.	3	9
Works in progress	13	2
Tonnage of goods—		
Aggregate — moved and earnings from goods traffic during 1889 and 1890.	4	14
Statement No. 16 showing the — and earnings from goods traffic on the several railways during 1890.	80—83	...
Toungoo-Mandalay Railway—		
Progress of survey work	31	21
Traffic results—		
Coaching traffic	106	62
Goods traffic	106	63
Remarks on principal commodities carried during 1889 and 1890	107	64
Traffic working—		
Particulars regarding — on the—		
Bareilly-Pilibhit State railway	61	4
Bengal and North-Western railway, including the Tirhoot State railway.	60	3

	Page.	Paragraph.
Traffic working—contd.		
Particulars regarding — on the—		
Bengal Central railway	67	15
Bengal-Nágpur railway	61	5
Bezváda Extension railway	63	9
Bhánagar-Gondal-Junágarh-Perbandar railway	75	38
Bhopal-Itársi railway	73	31
Bombay, Baroda and Central India railway	70	22
Burma State railway, including the Toungoo-Mandalay extension.	69	20
Cherra-Companyganj State railway	68	18
Darjeeling-Himalayan railway	72	28
Deoghur railway	72	26
Dibru-Sadiya railway	72	29
East Indian railway	59	1
Eastern Bengal State railway	67	14
Gaekwar's Dabhoi railway	74	33
Gaekwar's Mehsána railway	74	34
Gaekwar's Petlád railway	74	35
Great Indian Peninsula railway and branches	69	21
Indian Midland railway	61	6
Jodhpore railway	74	87
Jorhát State railway	69	19
Lucknow-Sitapur-Seramau State railway	66	13
Madras railway	70	23
Morvi railway	75	39
Nalháti State railway	68	16
Nizam's Guaranteed State railway, including the Bezváda extension.	73	32
North Western railway, including the Amritsar-Pathánkot and Jammu and Kashmir railways.	63	11
Oudh and Rohilkhand railway	65	12
Patna-Gya State railway	60	2
Rájpura-Bhátinda railway	74	36
Rajputana-Malwa State railway	62	7
Rohilkhand-Kumaun railway	72	27
South Indian railway, including the Pondicherry railway	71	24
Southern Mahratta railway, including the Mysore section	62	8
Tárakeshwar railway	72	25
Thatôn-Duyinzáik railway	73	30
Villupuram-Guntakal State railway	63	10
Wardha Coal State railway	68	17
Remarks on principal commodities carried during 1889 and 1890.	107	64
Statement No. 15 showing the passenger traffic on the several railways during 1890.	76—79	...
Statement No. 16 showing the goods traffic on the several railways during 1890.	80—83	...
Statement No. 17 showing the unit mileages of passengers and goods on the several railways during 1890.	84—87	...
Statement No. 18 showing the mileages of railways open for traffic on the 31st December 1890 and the mean mileage worked during 1890.	91	40
Statement No. 19 showing the cost of the several open lines and the average cost per mile to the 31st December 1890.	92—93	40
Statement No. 20 showing the net earnings and their percentage on capital outlay for the 16 principal railways for the last five years.	94—95	48
Statement No. 21 showing the direct annual gain or loss to the State from railway outlay from 1858-59.	96—97	53
Statement No. 22 showing the guaranteed interest advanced to the 31st December 1890 and the amount advanced on account of guaranteed interest to the 30th June 1890.	98	49
Statement No. 23 showing the amount of surplus profits earned up to the end of 1879 and half-yearly from 1880 by the guaranteed railways to the 31st December 1890.	99	49
Statement No. 24 showing the annual capital expenditure, net revenue, guaranteed interest, interest in excess of revenue, and revenue in excess of interest on the guaranteed railways from 1870.	100	49

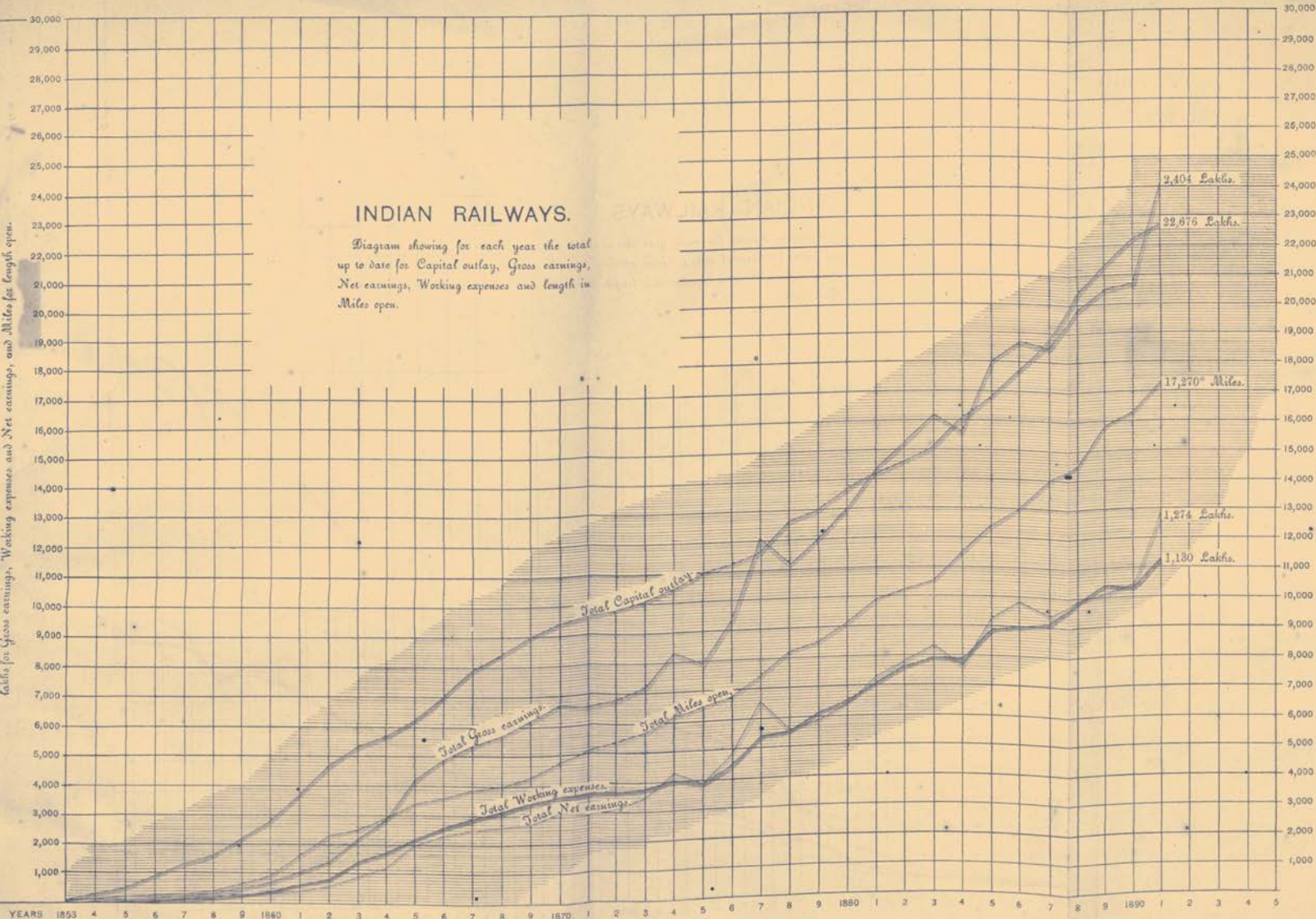
	Page.	Paragraph.
Traffic working—<i>concl'd.</i>		
Statement No. 25 showing the results of working the guaranteed railways for 1890.	101	49
Statement No. 26 showing the gross earnings per train mile and per mile per week and the working expenses and net earnings per train mile.	108—111	54
Statement No. 27 showing the working expenses, &c., on all railways during 1890.	112—115	54
Statement No. 28 showing the general results of working the 16 principal railways for 1890.	116—119	54
Statement No. 29 showing the summary of the principal commodities carried for 1889 and 1890.	120	64
Train-miles—		
Statement No. 30 showing the — run on the several railways during 1890.	158—161	2
Statement showing the total — run on all railways for the last five years.	104	57
Tunnel through the Khwaja-Amran mountains—		
Progress in construction of the —	{ 3	8
	20	21
Umaria Colliery	35	5
Unit mileages—		
Statement No. 17 showing the — of passengers and goods conveyed on the several railways during 1890.	84—87	...
Vacuum brakes—		
Fitting of automatic — to the rolling stock of the East Indian, Eastern Bengal, Great Indian Peninsula, North Western, and Oudh and Rohilkhand railways.	41	8
Varying conditions affecting statistics	1	1
Villupuram-Guntakal State Railway—		
Extensions of the — sanctioned	iv	App. B.
Opening of certain portions of the —	{ 2	4
	ii	App. A.
Progress of work on the Pálár and Pennér bridges	16	11
Traffic working	63	10
Works in progress	16	11
Volunteer corps—		
Statement No. 36 showing particulars regarding the — on the several railways on the 31st March 1891.	151—153	5
Wardha Coal State Railway—		
Traffic working	68	17
Transfer of the working of the — to the Great Indian Peninsula Railway Company.	3	9
Works in progress	15	8
Warora Colliery	33	3
Western Bengal Railway Project—		
Particulars of —	25	2
Wheat traffic—		
Quantities of wheat carried by the principal exporting railways, and the exports from Calcutta, Bombay, and Kurrachee ports during the last three years.	5	16
Working expenses—		
Explanatory remarks on —	106	60
Graphic diagram showing the — from the commencement of railway construction in India to the end of 1890.	3	11
Statement No. 26 showing the gross earnings, —, &c., on the several railways during 1890.	108—111	54
Statement No. 27 showing the — on the several railways during 1890.	112—115	54
Statement showing the gross earnings of the principal railways per mile per week with percentage of — on gross earnings for 1889 and 1890.	103	56

	Page.	Paragraph.
Working expenses—concl'd.		
Statement showing the gross earnings and — on all railways for the last five years.	104	57
Total — during 1889 and 1890 and distribution of the same under the several account heads.	5	18
Works completed and in progress—		
Bridge over the Kistna river at Bezvada on the East Coast railway.	{ 3 21	8 24
Completion of the Behar section of the Eastern Bengal State railway.	3	8
Completion of the Southern Mahratta railway	3	8
Completion throughout of the Bengal-Nagpur railway	3	8
Completion of the Gola Gokaran-Nath-Pilibhit section of the Rohilkhand-Kumaun railway.	3	8
Tunnel through the Khwaja-Amran mountains	{ 3 20	8 21
Works in progress—		
Particulars regarding — on the—		
Bengal and North Western railway	14	3
Bengal Central railway	19	17
Bengal-Nagpur railway	14	5
Bezvada Extension railway	16	10
Bhavnagar-Gondal-Junagarh-Porbandar railway	24	38
Bhopal-Itarsi railway	23	32
Bombay, Baroda and Central India railway	22	27
Burma State railway, including the Toungoo-Mandalay extension.	19	20
Darjeeling-Himalayan railway	23	31
Delhi-Umballa-Kalka railway	23	29
East Coast railway	21	24
East Indian railway	13	1
Eastern Bengal State railway	18	16
Gaekwar's Dabhoi railway	23	33
Gaekwar's Mehsana railway	23	34
Gaekwar's Petlad railway	24	35
Godhra-Rutlam railway	17	12
Great Indian Peninsula railway	22	26
Hyderabad-Umarkot railway	21	23
Indian Midland railway	14	6
Jodhpore-Bikanir railway	24	40
Jodhpore railway	24	37
Jorhat State railway	19	19
Kolhapur railway	24	36
Madras railway	22	28
Máyavaram-Mutpet railway	17	13
Mianwali-Mari State railway	21	22
Morvi railway	24	39
Mu Valley State railway	21	25
Nalhāti State railway	19	18
North Western railway	17	14
Oudh and Rohilkhand railway	18	15
Rajputana-Malwa State railway	15	7
Rohilkhand-Kumaun railway (Company's section)	23	30
Rohilkhand-Kumaun railway (Lucknow-Bareilly section)	14	4
Sind-Pishin, Chaman extension	20	21
South Indian railway, including the Villupuram-Guntakal State railway.	16	11
Southern Mahratta railway, including the Mysore section	15	9
Tirhoot State railway	13	2
Wardha Coal State railway	15	8
Zhob Valley Railway Surveys—		
Particulars of the various lines under survey	28	13

The figures on this scale represent hundreds of lakhs for the Capital outlay, tens of lakhs for Gross earnings, Working expenses and Net earnings, and Miles for length open.

INDIAN RAILWAYS.

Diagram showing for each year the total up to date for Capital outlay, Gross earnings, Net earnings, Working expenses and length in Miles open.



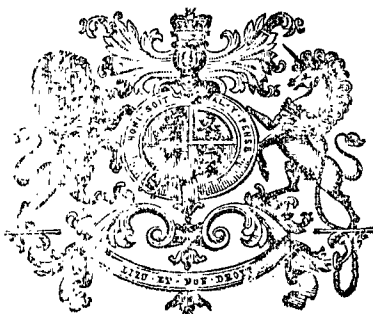
N.B.—For details of Capital outlay, vide para. 1, Chap. VI. of the Administration Report.

* Excludes 110 miles, viz., 97 miles of the old Quetta loop, which is being reconstructed on a new alignment, and 13 miles of the North Western Railway constructed but not opened, vide page 111.

ADMINISTRATION REPORT
ON
THE RAILWAYS IN INDIA
FOR
1891-92

BY
LIEUTENANT-COLONEL R. A. SARGEAUNT, R.E.,
DIRECTOR GENERAL OF RAILWAYS.

PART I.



Submitted to the Government of India on the 31st of May 1892.

SIMLA:
PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.

1892.

SIMLA :

PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.

•

CONTENTS.

	Page.	Paragraph.
CHAPTER I.		
GENERAL.		
Classification	1	1
Open mileage	1—2	2 & 3
Extensions of line sanctioned	2	4
Works completed and in progress	3	5
Principal events	3	6
Capital cost of railways	4	7
Graphic diagram of mileage and financial results	4	8
Gross earnings	4	9
Passenger traffic	4	10
Goods traffic	5	11
Grain and seeds traffic	5	12
Wheat traffic	5	13
Approximate earnings during the 1st quarter of 1892	6	14
Working expenses	6	15
Net earnings	6	16
Financial results of railways	6—7	17
Statements.		
Results of working the guaranteed railways	8	17
Results of working the state lines leased to companies	9	17
Results of working the state railways, commercial and military	10—12	17
Results of working the East Indian railway	12	17
CHAPTER II.		
WORKS IN PROGRESS.		
East Indian railway	13	1
Bengal-Nágpur railway	13	2
Indian Midland railway	13	3
Bhopal-Itársi railway	14	4
Godhra-Rutlam railway	14	5
Bengal and North Western railway system	14	6
Rohilkhand-Kumaun railway system	15	7
Rajputana-Malwa State railway	15	8
Southern Mahratta railway system	15	9
South Indian railway	15	10
Máyavaram-Mutupet railway	17	11
Assam-Bengal railway	17	12
North Western railway system	17	13
Oudh and Rohilkhand railway	19	14
Eastern Bengal State railway	20	15
Bengal Central railway	21	16

	Page.	Paragraph.
CHAPTER II— <i>concl'd.</i>		
WORKS IN PROGRESS— <i>concl'd.</i>		
Mushkaf-Bolán State railway	21	17
Hyderabad-Umarkot railway	22	18
East Coast railway	22	19
Burma State railway system	23	20
Mu Valley State railway	24	21
Great Indian Peninsula railway system	25	22
Bombay, Baroda and Central India railway	26	23
Madras railway	26	24
Delhi-Umballa-Kalka railway	27	25
Dibru-Sadiya railway	27	26
Bengal-Dooars railway	27	27
Nílgiiri railway	28	28
The Gaekwar's Mòhsána railway	28	29
Cooch Behar railway	28	30
Bína-Guna railway	28	31
Jodhpore-Bickaneer railway	28	32
Bhávnagar-Gondal-Junágarh-Porbandar railway	29	33
CHAPTER III.		
LINES UNDER SURVEY OR PROJECTED.		
East Indian railway	30	1
Moghal Sarai-Howrah Railway surveys	30	2
Bengal-Nágpur railway	32	3
Bhopal-Ujjain railway survey	32	4
Bengal and North Western railway system	32	5
Surveys in connection with the Rajputana-Malwa State railway system	32	6
Southern Mahratta railway, Mysore section	33	7
Kurnool road-Kurnool railway survey	33	8
Peralam-Karikal railway survey	33	9
Palánpur-Deesa railway	33	10
North Western railway	34	11
Frontier railway surveys	34	12
Kalka-Simla railway survey	35	13
Kashmir railway survey	35	14
Zhob Valley railway survey	36	15
Oudh and Rohilkhand railway	36	16
Eastern Bengal State railway	37	17
Bengal Central railway	37	18
Burma State railway	37	19
Bombay and South Coast railway	37	20
Nadiad-Kapadvanj railway survey	37	21
Ahmedabad-Prantij railway survey	38	22
Ahmedabad-Dholera railway	38	23
Surat-Songad (now Tapti valley) railway survey	38	24
Madras-Gúdúr and Nellore-Guntúr railway survey	38	25
Bezváda-Masulipatam railway survey	38	26

	Page.	Paragraph.
CHAPTER III—concl'd.		
LINES UNDER SURVEY OR PROJECTED—concl'd.		
Pálghat-Kurrapatnam railway survey	39	27
Cuddalore-Pondicherry railway survey	39	28
Tinnevely-Quilon railway	39	29
Warangal-Cbanda railway survey	39	30
The Gaekwar's railways	39	31
Bhávnaagar-Goudal-Junárgarh-Porbandar railway	40	32
Railway in Cutch	40	33
CHAPTER IV.		
COLLIERIES.		
Kurhurbaree and Serampore collieries	41	1
Eastern Bengal State railway	41	2
Petroleum in Assam	41	3
Makum colliery	41	4
Warora colliery	41	5
Mohpani colliery	42	6
Umaria colliery	43	7
Eeb coal explorations	43	8
Daltongarj (Palamow) coal field	44	9
Singareni colliery	44	10
Dandot colliery	44	11
Coal field at Bhagwanwala (Salt range)	45	12
Khost colliery	45	13
Quetta coal fields	46	14
Khattan oil works	46	15
Quantity of coal produced in India for the last twelve years	46	16
CHAPTER V.		
STORES AND ROLLING STOCK (CAPITAL).		
<i>Stores.</i>		
Expenditure in England	48	1
Expenditure in India	48	2
Cost of the establishment at ports	48	3
Ships employed	48	4
Losses of stores at sea	48	5
Value of imported stores held in reserve	48	6
<i>Rolling stock.</i>		
Fittings for Lushai and Collis' dandies	49	8
Rolling stock adapted for military purposes	49	9
Brakes	51	10
Couplings	52	11
Committee of Locomotive and Carriage Superintendents in India	53	12
Eucalyptus fluid as a disin crustator for locomotive boilers	53	14
Indus ferries	53	15
<i>Statements.</i>		
Number and value of locomotives and vehicles on the standard and metre gauge railways, and the rolling stock fitted with continuous and continuous automatic brakes	54—57	7

	Page.	Paragraph.
CHAPTER V— <i>concl'd.</i>		
STORES AND ROLLING STOCK (CAPITAL)— <i>concl'd.</i>		
<i>Statements—concl'd.</i>		
Number of carriages fitted with retiring accommodation for females in order to comply with the requirements of section 64 of the Indian Railways Act, IX of 1890	58	13
CHAPTER VI.		
CAPITAL.		
Total capital expenditure on Indian railways, including lines under construction and survey, and collieries	59	1
<i>Statements.</i>		
Total capital raised by the guaranteed companies.	59	2
Total capital raised by state lines leased to companies	60	2
Debenture loans	61	3
Expenditure in England and India on Indian state railways	62—67	3
Capital authorized to be raised, the amount raised, and amount withdrawn by guaranteed and subsidized railways and state lines leased to companies	68—69	3
Amount received from and withdrawn by guaranteed and subsidized railways, and state lines leased to companies	70—71	3
Withdrawals out of capital for expenditure by guaranteed railway companies during each financial year from the commencement	72	3
Capital withdrawals by the Bengal Central, Southern Mahratta, Mysore, Bengal-Nágpur, Indian Midland, and Lucknow-Bareilly railways during each financial year from the commencement	73	3
Withdrawals out of capital for expenditure by the Rohilkhand-Kumaun Railway Company during each financial year from the commencement	73	3
CHAPTER VII.		
MAIN RESULTS OF WORKING AND REVENUE STATISTICS.		
Mean mileage worked and capital outlay	74	2
Gross earnings	74	3
Coaching traffic	74	4
Goods traffic	74	5
Working expenses	74	6
Net earnings and return on capital	74	7
Results per train-mile, ...	75	8
Earnings per mile per week and ratio of working expenses to gross earnings	78	9
Earnings per mean mile worked per week in five yearly periods	79	10
Capital expenditure and general results of working the standard, metre and special gauge railways	80	11
Net earnings and percentage on capital outlay for each class of line	80	12
General results of working	82	14
Results of working the guaranteed railways	82	16

	Page.	Paragraph.
CHAPTER VII— <i>concl'd.</i>		
MAIN RESULTS OF WORKING AND REVENUE STATISTICS— <i>concl'd.</i>		
Financial results of state lines worked by state agency excluding non-commercial sections	83	17
<i>Statements.</i>		
Main results of working of all railways	76—77	1
Net earnings and their percentage on capital expenditure on open line, including steam-boat service but excluding suspense accounts, for the principal railways during the last five years	81	13
General results of working the principal standard and metre gauge railways	84—87	14
Direct annual gain or loss to the State from railway outlay from 1858-59	88—89	15
Guaranteed interest, Indian railways	90	16
Amount of total surplus profits earned by the guaranteed railways for distribution between Government and railway companies	91	16
Capital expenditure, net revenue, guaranteed interest, interest in excess of revenue, and revenue in excess of interest on the guaranteed railways from 1870	92	16
Result of working the guaranteed railways	93	16
CHAPTER VIII.		
REVENUE TRANSACTIONS AND TRAFFIC WORKING.		
East Indian, including the Patna-Gya State railway	94	2
Bengal-Nágpur railway	94	3
Indian Midland railway system	95	4
Bengal and North Western railway system	95	5
Rohilkhand-Kumaun railway system	96	6
Rajputana-Malwa State railway	97	7
Southern Mahratta railway system	97	8
South Indian railway system	98	9
North Western railway system	99	10
Oudh and Rohilkhand railway	101	11
Eastern Bengal State railway	102	12
Bengal Central railway	104	13
Burma State railway system	104	14
Great Indian Peninsula railway system	105	15
Bombay, Baroda and Central India railway	106	16
Madras railway	106	17
Delhi-Umballa-Kalka railway	107	18
Tárakeshwar railway	107	19
Deoghur railway	107	20
Dibru-Sadiya railway	107	21
The Nizam's Guaranteed State railway system	107	22
The Gaekwar's Petlád railway	108	23
The Gaekwar's Mehsána railway	108	24
Rájpura-Bhátinda railway	108	25
Jodhpore-Bickaneer railway	109	26
Bhávnapar-Gondal-Junágarh-Porbandar railway	109	27
West of India Portuguese railway	109	28

	Page.	Paragraph.
CHAPTER VIII—concl'd.		
REVENUE TRANSACTIONS AND TRAFFIC WORKING—concl'd.		
<i>Statements.</i>		
Summary of principal commodities carried on the standard and metre gauge railways	110	1
Open mileage of railways on the 31st December 1891, and the mean mileage worked during the year	111—113	1
Cost of open lines of railway and the average cost per mile	114—115	1
Passenger traffic on the standard and metre gauge railways .	116—119	1
Goods traffic on the standard and metre gauge railways .	120—123	1
Unit mileages of passenger and goods traffic, standard and metre gauge railways	124—127	1
Gross earnings, working expenses and net earnings and results per train-mile, also gross earnings per mean mile worked per week for the standard and metre gauge railways	128—131	1
Working expenses in detail on the standard and metre gauge railways	132—135	1
CHAPTER IX.		
FARES AND RATES.		
Revised rates for the carriage of coal for the general public and railway materials and stores including coal, whether for state or other railways	136	2
Maximum and minimum fares and rates for coaching and goods traffic	136	3
<i>Coaching fares.</i>		
Bengal-Nágpur railway	136	
North Western railway	136	6
Oudh and Rohilkhand railway	136	7
Bombay, Baroda and Central India, including the Rajputana-Malwa railway	137	8
Madras railway	137	9
<i>Goods rates</i>		
East Indian railway	137	10
Bengal-Nágpur railway	138	11
Indian Midland railway	138	12
Bengal and North Western railway system	138	13
Southern Mahratta railway system	138	14
North Western railway	138	15
Oudh and Rohilkhand railway	139	16
Eastern Bengal State railway	139	17
Bengal Central railway	139	18
Burma State railway	139	19
Bombay, Baroda and Central India, including the Rajputana-Malwa railway	139	20
Dibru-Sadiya railway	139	21
Jodhpore-Bickaneer railway	139	22
<i>Statement.</i>		
Passenger fares and goods rates on the standard and metre gauge railways	140—143	1

	Page.	Paragraph.
CHAPTER X.		
FUEL CONSUMPTION.		
Total consumption of fuel on the standard and metre gauge railways	144	1—2
East Indian railway	144	4
Bengal-Nágpur Railway	144	5
Indian Midland railway	144	6
Bengal and North Western railway system	145	7
Rajputana-Malwa State railway	145	8
Southern Mahratta railway system	145	9
South Indian railway	146	10
North Western railway	146	11
Oudh and Rohilkhand railway	147	12
Eastern Bengal, including the Bengal Central railway	147	13
Burma State railway	147	14
Great Indian Peninsula railway	148	15
Bombay, Baroda and Central India railway	148	16
Madras railway	148	17
The Nizam's Guaranteed State railway	149	18
Bhávnagar-Gondal-Junágarh-Porbandar railway	149	19
<i>Statement.</i>		
Particulars of fuel consumption on the principal railways	150	3
CHAPTER XI.		
PERSONS EMPLOYED.		
Summary of the number of servants employed on the standard and metre gauge railways open for traffic	151	1
Percentage of casualties amongst the European and East Indian employés on the standard and metre gauge railways open for traffic	151	2
<i>Statements.</i>		
Number of servants employed on the standard and metre gauge railways open for traffic	152—153	1
Number of casualties by death, resignation, discharge, or dismissal amongst the European and East Indian employés on the standard and metre gauge railways open for traffic	154—157	...
Provident institutions	158	3
Railway volunteer corps	159—161	4
Strength and cost of police on the standard and metre gauge railways open for traffic	162—163	5
CHAPTER XII.		
ROLLING STOCK (REVENUE).		
Average number of locomotives in use on the principal railways, and the work obtained from each	164—165	1
Number of engines and vehicles used in conveying traffic, and the number of miles travelled by trains, standard and metre gauge railways	166—169	2

	Page.	Paragraph.
CHAPTER XIII.		
FLOOD DAMAGES.		
East Indian railway	170	2
Bengal-Nágpur railway	170	3
Indian Midland railway	170	4
Bengal and North Western railway system	170	5
Rohilkhand-Kumaun railway system	170	6
Rajputana-Malwa State railway	171	7
Southern Mahratta railway system	171	8
South Indian railway	172	9
North Western railway system	172	10
Oudh and Rohilkhand railway	172	11
Burma State railway	172	12
Great Indian Peninsula railway system	172	13
Bombay, Baroda and Central India railway	173	14
Delhi-Umballa-Kalka railway	173	15
Dibru-Sadiya railway.	173	16
The Gaekwar's Mehsána railway	173	17
Jodhpore-Bickaneer railway	173	18
Bhávnagar-Gondal-Junágarh-Porbandar railway	173	19
CHAPTER XIV.		
ACCIDENTS.		
Total number of persons killed and injured in connection with railway working	175	1
East Indian railway	175	2
Bengal-Nágpur railway	175	3
Indian Midland railway	176	4
Rajputana-Malwa State railway.	176	5
Southern Mahratta railway system	176	6
South Indian railway.	177	7
North Western railway system	177	8
Oudh and Rohilkhand railway	178	9
Eastern Bengal railway system	178	10
Burma State railway	178	11
Great Indian Peninsula railway system	179	12
Bombay, Baroda and Central India railway	179	13
Madras railway	179	14
Morvi railway	179	15
Abstract of accidents to trains	180	16

APPENDICES.

	Page.
(A) Additions to open mileage from the 1st April 1891 to the 31st March 1892.	ii & iii
(B) Extensions of line sanctioned from the 1st April 1891 to the 31st March 1892	iv & v
(C) Classification of lines and lengths of lines sanctioned and open for traffic on the 31st March 1892	vi to xii
(D) Progress made in the opening of railways year by year from the commencement	xiv to xxiii
(E) Length of railways open for traffic at the end of each year from the commencement	xxiv to xxxi
(F) Total approximate earnings from the 1st January to the 31st March 1892 as compared with the actuals of the corresponding periods of 1890 and 1891	xxxii & xxxiii
(G) Principal commodities carried and the receipts therefrom during the year 1891 as compared with the previous year	xxxiv to xlv
(H) Revised rates for the carriage of coal for the general public and of railway materials and stores including coal, whether for state or other railways	xlvi to l
(J) Schedule of maximum and minimum fares and rates for coaching and goods traffic	li to liii

INDEX.

Index of contents	liv to lxxvi
-----------------------------	--------------

*List of tabular statements contained in the Director General of Railways'
Report for 1891-92.*

Page.	Statement No.	Particulars.
CHAPTER I.		
8	1.	Financial results to the State of railway working for the financial year 1890-91, guaranteed railways.
9	2	Financial results to the State of railway working for the financial year 1890-91, state lines leased to companies.
10—11	3	Financial results to the State of railway working for the financial year 1890-91, state railways, commercial.
12	3A	Financial results to the State of railway working for the financial year 1890-91, state railways, military.
12	4	Financial results to the State of railway working for the financial year 1890-91, East Indian railway.
CHAPTER V.		
54—57	5	Number and value of locomotives and vehicles on the standard and metre gauge railways on the 31st December 1890 and 1891, and the rolling stock fitted with continuous and continuous automatic brakes.
58	5A	Number of carriages fitted with retiring accommodation for females at end of 1891, in order to comply with the requirements of section 64 of the Indian Railways Act, IX of 1890.
CHAPTER VI.		
59—60	6 and 7	Capital of guaranteed railways and state lines leased to companies in £ at the end of 1891.
61	8	Details of stock debentures, &c., in £ at the end of 1891.
62—67	9	Expenditure on capital account on state and native states railways, giving details of expenditure under different heads in Rs. to the end of 1891.
68—69	10	Guaranteed and subsidized lines. Amount of capital authorized, raised, and withdrawn to the end of 1891 in (£) (calendar year).
70—71	11	Guaranteed and subsidized lines. Amount received from and withdrawn by—during 1891 (calendar year) (£).
72	12	Guaranteed railways only. Amount withdrawn, England and India, each year from 1849-50 to 1890-91 (financial) (£). Partly estimated for 1891-92.
73	13	State railways leased to companies. Amount (£) as above from 1881-82 to 1890-91. Estimated for 1891-92.
73	14	Rohilkhand-Kumaun subsidized railway. Amount (£) as above from 1882-83 to the end of 1890-91.
CHAPTER VII.		
76—77	15	Main results of working of all railways during the years ending 31st December 1890 and 31st December 1891.
81	16	Net earnings and their percentage on the capital expenditure on open line, including steam-boat service, but excluding suspense accounts for the principal railways, during last five years 1887 to 1891 (calendar year) (Rs.)

*List of tabular statements contained in the Director General of Railways'
Report for 1891-92—contd.*

Page.	Statement No.	Particulars.
		CHAPTER VII— <i>concl'd.</i>
84—87	17	General results of the working of the principal standard and metre gauge railways for 1891 (calendar year) (Rs.)
88—89	18	Annual gain or loss to the Government from railway outlay from 1858-59 (financial) (£) and (Rs.). Estimated outlay for 1891-92 and 1892-93.
90	19	Interest advanced to each guaranteed railway up to the end of 1890 and for 1891 (calendar year) (£), and comparing the amount advanced to the end of 1891 with net revenue balance (£).
91	20	Amount of surplus profits earned by guaranteed railways to the end of 1879 and for each half-year from June 1880 to December 1891 (calendar year) in Rs.
92	21	For all guaranteed railways for each year from 1870 to 1891 (calendar year) capital outlay, net revenue, interest and excess or deficit in £.
93	22	Result of working the guaranteed railways for 1891 (Rs.)
		CHAPTER VIII.
110	23	Summary of principal commodities carried and the receipts therefrom on the standard and metre gauge railways for 1890 and 1891 (calendar year) (Rs.)
111—113	24	Open mileage of all railways on the 31st December 1891 and the mean mileage worked during the year.
114—115	25	Cost of open lines of railway and the average cost per mile at the end of 1891 (Rs.)
116—119	26	Passenger traffic on the standard and metre gauge railways for 1891 (calendar year) (Rs.)
120—123	27	Goods traffic on the standard and metre gauge railways for 1891 (calendar year) (Rs.)
124—127	28	Unit mileages of passengers and goods carried on the standard and metre gauge railways for 1891 (calendar year).
128—131	29	Gross earnings per train-mile and per mile per week, working expenses, and net earnings on the standard and metre gauge railways for 1891 (calendar year) (Rs.)
132—135	30	Working expenses in detail on the standard and metre gauge railways for 1891 (calendar year) (Rs.)
		CHAPTER IX.
140—143	31	Passenger fares and goods rates on the standard and metre gauge railways at the end of 1891 (pies).
		CHAPTER X.
150	32	Description of fuel used on the principal railways, average, cost per ton, details of consumption, and average lead from source of supply.

*List of tabular statements contained in the Director General of Railways'
Report for 1891-92—concl'd.*

Page.	Statement No.	Particulars.
		CHAPTER XI.
152—153	33	Number of employés on the standard and metre gauge railways open for traffic on the 31st December 1891.
154—157	34	Number of casualties during 1891 amongst European and East Indian employés on the standard and metre gauge railway open for traffic.
158	35	Number of depositors in State Railway Provident Fund Institutions and the sums at their credit on the 31st December 1891.
159—161	36	Number of volunteers enrolled and efficient in all railway volunteer corps on the 31st March 1892.
162—163	37	Strength and cost of police on the standard and metre gauge railways open for traffic, and compensation payments due to thefts for 1891 (calendar year).
		CHAPTER XII.
164—165	38	Average number of locomotives in use and the work obtained from each on the principal railways during the two halves of 1891.
166—169	39	Number of engines and vehicles employed on the standard and metre gauge railways and number of train-miles run during 1891.
		CHAPTER XIV.
175	40	Total number of persons killed and injured in connection with railway working during 1890 and 1891.
180	41	Total number of accidents to trains classified under 26 causes during 1890 and 1891, with the number killed and injured during 1891.
		APPENDICES.
ii—iii	A	Additions to open mileage from the 1st April 1891 to the 31st March 1892.
iv—v	B	Extensions of line sanctioned from the 1st April 1891 to the 31st March 1892.
vi—xii	C	Classification of lines and lengths of line sanctioned and open for traffic on the 31st March 1892.
xiv—xxiii	D	Progress made in the opening of railways year by year from the commencement.
xxiv—xxxi	E	Length of railways open for traffic at the end of each year from the commencement.
xxxii—xxxiii	F	Total approximate earnings from the 1st January to the 31st March 1892 as compared with the actuals of the corresponding periods of 1890 and 1891.
xxxiv—xlv	G	Principal commodities carried and the receipts therefrom during the year 1891 as compared with the previous year.
xlvi—l	H	Rates for the carriage of coal for the general public, and of railway materials and stores including coal, whether for state or other railways.
li—liii	J	Schedule of maximum and minimum fares and rates for coaching and goods traffic.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1891-92.

PART I.

CHAPTER I.

General.

Under instructions from Government, the classification of railways has been revised with a view to show separately the results of working of the standard and metre gauge lines for the year under review.

The names of the railways included under each division or subdivision of the revised list according to class or gauge, and the serial number fixed for each line, will be found in Appendix C, pages vi to xii.

As the lines classed under special gauges are of minor importance, they have as a rule been excluded from the statistical statements in the present report.

2. The following lengths of new line were opened for public traffic from 1st April 1891 to 31st March 1892 :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles . . .	65½	612½	Nil	677¾

The total mileage under each gauge opened during the previous year was as follows :

Miles . . .	519	342½	12¾	874¼
-------------	-----	------	-----	------

Further details of the additions made to the open mileage during 1891-92 will be found in the table given in Appendix A, pages ii and iii.

The total length of railway open on 31st March 1892 was as follows :

	Miles.	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies . . .	..	3,316½	5,088¼	...	8,404¾
State lines worked by the state . . .	..	3,491	1,146¼	63¾	4,701
Lines worked by guaranteed companies	..	2,588½	...	...	2,588½
Assisted companies	..	184½	136¼	59	379¾
Lines owned by native states and worked by companies . . .	..	399½	122	71¾	593¼
Lines owned by native states and worked by state railway agency . . .	..	124	...	...	124
Lines owned and worked by native states	..	...	620¼	94	714¼
Foreign lines	..	...	58¾	...	58¾
TOTAL . . .	..	10,103¾	7,171¾	288½	17,564

In addition to the above, there were in existence on the same date $37\frac{3}{4}$ miles of steam tramways outside of municipal limits.

The total length of railway open at the end of the previous year was as follows :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles	10,148 $\frac{1}{2}$	6,559 $\frac{3}{4}$	288	16,996

The length of steam tramways then open was $23\frac{3}{4}$ miles.

3. Subsequent to the close of the year 1891-92 and up to date (16th May), the only additional mileage opened to traffic is that of the Mu Valley railway in Burma from Shweba to Wuntho, 100 miles, metre gauge, and a short length of double broad gauge track ($4\frac{1}{2}$ miles) between Naihati junction and Kanchrapara station on the Eastern Bengal State railway.

4. During the year sanction was given (see Appendix B, pages iv and v) to the construction of additional mileage to the extent of 1,697 $\frac{1}{2}$ miles, comprising—

STANDARD GAUGE.					Miles.
COMMERCIAL LINES—					
<i>British India—</i>					
East Indian	.	.	.	.	39
Bengal-Nagpur	.	.	.	.	29
North Western	.	.	.	.	2
Lucknow-Rae Bareilly-Jaunpur	.	.	.	.	152
Bareilly-Rampur-Moradabad	.	.	.	.	54 $\frac{1}{2}$
					276 $\frac{3}{4}$
<i>Native states—</i>					
Bina-Guna	.	.	.	.	72 $\frac{1}{2}$
MILITARY LINES—					
Mushkaf-Bolan	.	.	.	.	85 $\frac{3}{4}$
Mari-Attock	.	.	.	.	104
					189 $\frac{3}{4}$
METRE GAUGE.					
FAMINE LINES—					
<i>British India—</i>					
Hindupur to Mysore frontier	.	.	.	.	7 $\frac{3}{4}$
COMMERCIAL LINES—					
<i>British India—</i>					
Tirhoot	.	.	.	.	3 $\frac{1}{2}$
Assam-Bengal	.	.	.	.	*742 $\frac{1}{2}$
Máyavaram-Mutpet	.	.	.	.	24 $\frac{3}{4}$
Pálanpur-Deesa	.	.	.	.	17 $\frac{1}{2}$
Eastern Bengal	.	.	.	.	36
Bengal Dooars	.	.	.	.	39
					862 $\frac{3}{4}$
<i>Burma—</i>					
Toungoo-Mandalay	.	.	.	.	15
Mu Valley	.	.	.	.	131 $\frac{1}{2}$
					146 $\frac{1}{2}$
<i>Native states—</i>					
Jodhpore-Bickaneer	.	.	.	.	70 $\frac{1}{2}$
Bhávnagar-Gondal-Junágarh-Porbandar	.	.	.	.	46
					116 $\frac{1}{2}$
SPECIAL GAUGE.					
Cooch Behar (2' 6")	.	.	.	.	24 $\frac{1}{2}$
					TOTAL
					1,697

The progress on the standard gauge system was thus during the year represented by 349 miles of commercial lines (including $72\frac{1}{2}$ miles in native states) and 189 $\frac{3}{4}$ miles of military lines in British India, while on the metre gauge the progress in commercial lines was represented by 862 $\frac{3}{4}$ miles in British India, 146 $\frac{1}{2}$ miles in Burma, and 116 $\frac{1}{2}$ miles in native states, besides $24\frac{1}{2}$ miles of a 2' 6" gauge line in the Cooch Behar state. In addition to this,

* Of this length about 40 miles in the Lakhimpur district may fall to the Assam Railways and Trading Company, Limited, to construct.

7 $\frac{3}{4}$ miles of famine lines were sanctioned in Madras. After allowing for deductions on account of lines in abeyance and minor corrections of mileage &c., the total sanctioned mileage on the 31st of March 1892 compares with the sanctioned mileage on the corresponding date of the previous year as follows :

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Total to end of March 1892	Miles	11,349	8,596 $\frac{1}{2}$	313	20,258 $\frac{1}{2}$
Total at end of the previous year	„	11,109 $\frac{1}{4}$	7,481 $\frac{3}{4}$	288	18,879
Increase over the previous year	„	239 $\frac{3}{4}$	1,114 $\frac{3}{4}$	25	1,379 $\frac{1}{2}$

Further details of the lengths of line sanctioned and open for traffic will be found in Appendix C, pages vi to xii.

Appendix D., pages xiv to xxiii, shows the progress made in the opening of railways year by year, and Appendix E, pages xxiv to xxxi, gives the length of railway open at the end of each year from the commencement.

5. The increased waterway and protective works necessitated on the South Works completed and in Indian railway by the floods of 1884 and on the progress. Eastern Bengal State railway near Bogoola by the floods of 1890 were completed during the year.

The bridge over the Kistna at Bezvada on the East Coast railway was still under construction. A scheme for utilizing the wells of the eastern abutment to provide for a permanent water-supply for the railway cantonment, and possibly for the town of Bezvada, was approved by the Government of Madras.

The renewal of the Malir bridge on the North Western railway near Kurrachee was completed during the year, and the bridge was opened to public traffic.

Work was started on the Godhra-Rutlam railway in January 1891, and on the Assam-Bengal railway, Northern section, towards the close of 1891. The Nilgiri railway was commenced in the autumn of 1891, and will probably be ready for traffic in about 2 $\frac{1}{2}$ years.

On the East Coast railway work was nearly completed in the Tuni and Vizagapatam divisions, a length of about 126 miles, and platelaying was commenced at Vizagapatam.

On the Madras railway excellent progress was made with the new bridge of 15 spans of 140 feet over the Papaghni river, north-west line, 12 out of 15 spans having been erected.

Provisional sanction was accorded to an estimate of 55 lakhs for bridging the Godavari, the approved design providing for 19 spans of 250 feet. The site selected is at Rajahmundry, where the river is 9,300 feet wide. A commencement has been made by acquiring the land and by constructing the approaches, service works, and staff quarters.

The improvement of grades on the North Western railway between miles 130 and 139 from Lahore towards Rawalpindi was completed during the year; and work on easing the remaining steep grades between Jhelum and Rawalpindi was in hand.

Arrangements were made for the opening of steam ferries over the Indus at Dera Ismail Khan and Dera Ghazi Khan, and over the Irrawaddy between Amarapura and Sagaing.

Work was completed on the Mianwali-Mari extension of the Sind-Sagar railway and on the Chaman extension railway.

6. Among the principal events which occurred may be noticed the opening through of the Bengal-Nagpur and Delhi-Umballa-Kalka railways in March 1891; the completion of the Khojak tunnel at the commencement of September 1891; the completion of arrangements in June 1891 with the North Western railway for the through booking of goods to Europe by the Hall Line of steamers; the transfer in November 1891 of the charge of the Bolan railway from open line to the Engineer-in-Chief, Mushkaf-Bolan railway; and the transfer on 1st April 1892 of the Amritsar-Pathankot railway from Provincial to Imperial control.

ADMINISTRATION REPORT FOR 1891-92.

7. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1891 amounted to Rs. 226,76 lakhs, thus—

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	Unclassified expenditure Rs.	TOTAL. Rs.
Lakhs .	172,17	53,40	92	27	226,76

In addition to this, Rs. 91 lakhs were expended on collieries, surveys of lines abandoned or not yet begun, and interest on capital, which in the case of the Bengal and North Western and the Delhi-Umballa-Kalka railways was charged to the capital account of these lines during construction, making up the total expenditure on railways under all heads to Rs. 227,67 lakhs. Of this, the capital outlay on open lines, including suspense accounts, amounted to :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Lakhs	168,69	51,49	88	221,06

the average cost* per mile being as follows :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.
	1,62,696†	71,425	29,875

8. The graphic diagram published with this report shows the open mileage, capital outlay, gross earnings, working expenses, and net earnings of all railways from the commencement of operations to the end of 1891.

9. The gross earnings during the calendar year were Rs. 24,04,02,790 against Rs. 20,66,98,220 during 1890 as follows :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1890	15,75,42,016	4,78,75,461	12,80,743	20,66,98,220
1891	18,40,61,732	5,50,10,874	13,30,184	24,04,02,790
Increase	2,65,19,716	71,35,413	49,441	3,37,04,570

Of the total gross earnings during 1891, 76·56 per cent. were earned by the standard gauge lines, 22·88 per cent. by the metre gauge, and the balance, 0·56 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching	5,52,25,243	2,16,93,010	6,19,367	7,75,37,620
Goods	12,40,28,024	3,13,59,838	6,93,304	15,60,81,166
Miscellaneous, including steam boat	48,08,465	19,58,026	17,513	67,84,004
TOTAL	18,40,61,732	5,50,10,874	13,30,184	24,04,02,790

10. The number of passengers carried as compared with the previous year was as follows :

	Standard gauge. No.	Metre gauge. No.	Special gauges. No.	TOTAL. No.
1890	75,554,130	37,642,592	885,524	114,082,246
1891	80,335,272	41,596,189	923,876	122,855,337
Increase	4,781,142	3,953,597	38,352	8,773,091

* On outlay charged to final heads of account excluding steam boat.

† The mileage on which this is calculated includes 1,087 miles of double track.

The coaching earnings were :

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1890	. . . Rs.	5,03,05,418	1,96,85,739	5,86,384	7,05,77,541
1891	. . . „	5,52,25,243	2,16,93,010	6,19,367	7,75,37,620
Increase	. . . „	49,19,825	20,07,271	32,983	69,60,079

and the passenger miles :

1890	. . . Miles.	3,276,813,634	1,481,243,846	21,017,744	4,779,075,224
1891	. . . „	3,561,612,772	1,641,930,653	22,564,548	5,226,107,973
Increase	. . . „	284,799,138	160,686,807	1,546,804	447,032,749

11. The aggregate tonnage of goods, material, and live-stock carried was 26,158,953 tons against 22,612,718 tons in 1890 as follows :

		Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1890	. . . Tons.	16,879,189	5,568,062	165,467	22,612,718
1891	. . . „	19,843,709	6,652,013	163,231	26,158,953
Difference	. . . „	+2,464,520	+1,083,951	-2,236	+3,546,235

with earnings as follows :

1890	. . . Rs.	10,28,88,357	2,63,71,106	6,70,743	12,99,30,206
1891	. . . „	12,40,28,024	3,13,59,838	6,93,304	15,60,81,166
Increase	. . . „	2,11,39,667	49,88,732	22,561	2,61,50,960

the goods ton mileage being :

1890	. . . Miles.	2,833,630,552	671,795,358	4,243,825	3,509,669,735
1891	. . . „	3,589,116,058	845,567,526	4,308,847	4,438,992,431
Increase	. . . „	755,485,506	173,772,168	65,022	929,322,696

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 16,785,624 tons, or 20·56 per cent. more than in 1890, and the freight received aggregated Rs. 13,44,26,726, being more by 20·50 per cent. The increase was mainly due to the largely increased exports of wheat and seeds from Calcutta, Bombay, and Kurrachee. Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 3,548,471 tons, or 15·81 per cent., with an increase in the earnings of Rs. 2,61,28,399,* or 20·21 per cent.

Statement No. 23 on page 110 gives a summary of the principal articles of merchandise, &c., carried on the standard and metre gauge railways as compared with 1890. It shows an improvement of 3,109,737 tons, excluding railway materials for construction and coal and revenue stores carried for the home line. Twenty-six out of the thirty-four items of public traffic tabulated show increases.

12. The traffic in grain and seeds, it will be observed, showed an increase compared with the preceding year of 2,439,397 tons, or 44·72 per cent., the actual figures being—

In 1890		Tons.	5,455,198
In 1891		Tons.	7,894,595

13. The quantities of wheat carried by the important exporting railways were during the past three years as follows :

Railway.	1889.	1890.	1891.
	Tons.	Tons.	Tons.
Great Indian Peninsula	272,594	313,459	344,877
Bombay, Baroda and Central India	83,264	40,678	215,323
East Indian	177,511	139,145	405,193
North Western	422,870	438,507	716,152

* Including miscellaneous.

ADMINISTRATION REPORT FOR 1891-92.

While the exports from the three chief ports were :

	1889.	1890.	1891.
	Tons.	Tons.	Tons.
Bombay	310,565	281,821	661,186
Calcutta	78,900	67,223	220,207
Kurrachee	348,727	332,508	524,809
TOTAL	738,192	681,552	1,406,202

14. The earnings for the first quarter of 1892 show on the whole a slight improvement over the earnings for the corresponding quarters of 1890 and 1891 :

Approximate earnings, first quarter 1892.

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1890	4,59,67,433	1,02,75,110	1,48,089	5,63,90,632
1891	4,92,38,534	1,33,34,126	1,70,529	6,27,43,189
1892	4,87,58,865	1,42,26,412	1,72,718	6,31,57,995

The figures relating to each railway separately will be found in Appendix F, pages xxxii and xxxiii.

15. The total working expenses amounted to Rs. 11,30,38,471 against Rs. 10,31,09,131 in 1890 as follows :

Working expenses.

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1890	Rs. 7,53,87,814	2,68,75,379	8,45,937	10,31,09,130
1891	„ 8,31,03,801	2,90,82,250	8,52,420	11,30,38,471
Increase	„ 77,15,987	22,06,871	6,483	99,29,341

The percentage of expenses on gross earnings under the several departmental heads was as follows :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Maintenance	12·64	13·69	14·94	12·89
Locomotive	15·09	17·79	20·44	15·74
Carriage and wagon	4·36	4·21	6·08	4·33
Traffic	6·87	8·06	11·08	7·17
General	4·05	6·93	9·73	4·74
Steam-boat special and miscellaneous, &c.	2·14	2·19	1·81	2·15
TOTAL	45·15	52·87	64·08	47·02

16. The net earnings realised were Rs. 12,73,64,319 against Rs. 10,35,89,090 in 1890 as under :

Net earnings.

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
1890	Rs. 8,21,54,202	2,10,00,082	4,34,806	10,35,89,090
1891	„ 10,09,57,931	2,59,28,624	4,77,764	12,73,64,319
Increase	„ 1,88,03,729	49,28,542	42,958	2,37,75,229

17. The return on the capital expenditure on open lines, including steam-boat service and suspense accounts, compares as follows :

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
1890	5·01	4·31	5·05	4·85
1891	5·98	5·04	5·42	5·76

It must, however, be borne in mind that this represents only the statistical result of working. The financial results to the State of working the Indian railways for 1891-92 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1891-92 as compared with the actual figures for the preceding year 1890-91. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter. The figures for 1891-92 are those from which the statement on pages 88 and 89 of the report has been compiled :

<i>Losses—</i>	1890-91. Rs.	1891-92. Rs.
Guaranteed railways	33,623	34,43,000
State lines leased to companies, open and unopen	70,21,323	58,06,000
State railways, military, open	46,44,526	53,56,000
State railways, military, unopen	6,95,719	7,84,000
State railways, commercial, unopen	11,04,348	17,10,000
<i>Gains—</i>	1,34,99,539	1,70,99,000
East Indian railway	74,34,900	89,47,000
State railways, commercial, open	14,76,455	43,07,500
	89,11,355	1,32,54,500
Apparent net loss	45,88,184	38,44,500

The interest charges for the East Indian, Eastern Bengal, and North Western railways for 1890-91, however, include annuities paid in England, which comprise a contribution of about $28\frac{3}{4}$ lakhs of rupees for sinking funds that will redeem the capital at the expiry of the period for which the annuity is to run, so that on the whole the *net loss* to the State during that year in its connection with the entire Indian railway system may be taken at something over $17\frac{1}{4}$ lakhs of rupees. In the same way the figures for 1891-92 contain a similar contribution on account of sinking funds which amounts to about $32\frac{1}{2}$ lakhs, so that the *net loss* to the State in that year will probably be about 6 lakhs of rupees only.

If interest on lines under construction were excluded from the above figures, the gains and losses to the State from the working of the entire Indian railway system in 1890-91 would about balance, and in 1891-92 the results would show a *net gain* of 19 lakhs of rupees.

The loss on guaranteed railways is mainly attributable to the comparatively high rate at which the guaranteed interest has to be paid. Under its contracts with guaranteed railway companies, the State has to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from the increasingly easy condition of the money market; that is to say, where the State could now raise money at a little over 3 per cent. to pay off loans raised at higher rates of interest, it has still to continue to pay interest at or near the high average rate of 4·8 per cent. on the capital raised by the guaranteed companies; and now, owing to the fall in exchange, the amount of rupees which have to be remitted to England to pay the sterling interest charges is equivalent to a payment of interest of over 6·4 per cent. on the total capital raised converted at par.

Had silver remained at par the interest in 1890-91 would have been Rs. 2,14,58,663, and the guaranteed railways would have shown a surplus of Rs. 69,53,190 in that year. This measures the effect of the fall of the price of silver in connection with the one item of payment of interest.

STATEMENT No. 2.

State lines leased to companies.

(Imperial lines constructed with capital raised by companies under contract with the Secretary of State.)

Results to the State of working for the official year 1890-91.

Serial No.	RAILWAY.	Subscribed capital to the end of 1890-91.	Capital outlay to the 31st March 1891.	INTEREST CHARGES FOR 1890-91.				Net receipts for 1890-91.	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND).		Paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
III	BENGAL-NAGPUR ...	6,905,781	8,44,54,904	228,570	30,32,554	1,94,153	32,26,707	8,45,094	- 23,81,613
IV	INDIAN MIDLAND ...	6,886,116	8,36,92,664	242,661	32,19,507	...	32,19,507	7,77,616	- 24,41,891
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION) ...	...	22,27,192	...	...	...	...	29,282	+ 29,282
XIII	SOUTHERN MAHRATTA* ...	6,453,957	7,69,88,579	239,122	31,72,553	...	31,72,553	12,04,207	-19,68,346
XIV	SOUTHERN MAHRATTA (MYSORE SECTION) ...	1,224,000	1,49,00,589	48,000	6,36,840	...	6,36,840	2,63,221	- 68,567
	REFUND BY THE MYSORE DARBAR OF NET CHARGE FOR INTEREST ON CAPITAL EXPENDED ON THE MYSORE RAILWAY ...	...	...	...	...	-3,05,052	-3,05,052	...	
XXIII	BENGAL CENTRAL ...	1,000,000	97,83,942	33,750	4,47,778	...	4,47,778	2,47,845	-1,99,933
	GOVERNMENT SHARE OF SURPLUS PROFITS OF THE ROHILKHAND-KUMAUN RAILWAY FOR THE YEAR 1890 TAKEN IN REDUCTION OF THE COMPANY'S DEBT FOR ADVANCES OF INTEREST ...	...	...	1,734	-9,745	...	-9,745	...	+9,745
	TOTAL ...	22,469,854	27,19,97,870	791,369	1,04,99,487	-1,10,899	1,03,88,588	33,67,265	-70,21,323

* Includes the Bellary-Kistna railway since the date of transfer from the State, viz., the 1st of January 1888.

STATEMENT No. 3.

State railways (Commercial).

Results to the State of working for the official year 1890-91.

Serial No.	RAILWAY.	Capital outlay to the 31st of March 1891.	INTEREST CHARGES FOR 1890-91.				Net receipts for 1890-91.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	Commercial lines.							
	(1) Open for traffic.							
II.	PATNA-GYA	43,46,743	...	...	1,73,763	1,73,763	2,80,100	+1,06,337
V	BHOPAL-ITÁRSI (BRITISH SECTION) .	*14,79,688	...	...	55,805	55,805	—16,573	—72,378
VI	WARDHA COAL	68,01,060	...	...	2,77,062	2,77,062	2,61,587	—15,475
VII	DHOND-MANMÁD	1,09,94,451	...	...	4,39,688	4,39,688	2,63,134	—1,76,554
VIII	BEZVÁDA EXTENSION	13,97,587	...	...	55,211	55,211	16,359	—38,852
X	BENGAL AND NORTH WESTERN—						(a)	
	TIRHOOT SECTION	2,13,45,880	...	...	8,50,332	8,50,332	22,72,304	+14,22,472
XII	RAJPUTANA-MALWA	13,03,16,086	...	...	52,61,915	52,61,915	92,50,389	+39,88,474
XV	SOUTH INDIAN (INCLUDING THE VILLUPURAM-GUNTAKAL AND NELLORE BRANCH)	7,23,60,122	...	...	8,14,326	8,14,326	27,09,829	—9,68,431
XIX	NORTH WESTERN—							
	COMMERCIAL SECTION	31,26,99,522	571,819	75,86,614	68,58,612	1,44,45,220	1,03,35,763	—41,09,463
XX	AMRITSAR-PATHÁNKOT	56,16,953	...	...	2,24,606	2,24,606	1,12,252	—1,12,354
	JAMMU AND KASHMIR (BRITISH SECTION)	2,65,721	...	...	†	†	†	†
XXI	OUDH AND ROHILKHAND	10,36,17,452	346,018	45,90,797	5,611	45,96,408	38,44,283	—7,52,125
XXII & XXIX	EASTERN BENGAL	11,02,61,650	155,613	20,64,597	29,22,644	49,87,241	67,79,063	+17,91,822
XXX	BURMA	3,02,92,898	...	...	12,09,582	12,09,582	16,88,334	+4,78,752
	TOUNGGOO-MANDALAY	2,11,18,942	...	...	8,43,917	8,43,917	8,50,325	+6,408
XXXII	NALHÁTI	3,48,684	...	...	13,751	13,751	21,767	+8,016
XXXIII	CHEBBA-COMPANYGANJ	7,73,810	...	...	30,871	30,871	—2,040	—32,911
XXXIV	JORHÁT	7,48,951	...	...	29,721	29,721	4,011	—25,710
	BAREILLY-PILIBHIT	15,37,684	...	...	61,433	61,433	20,608	—40,825
	LUCKNOW-SITAPUR-SERAMAU . . .	35,60,456	...	...	1,49,682	1,49,682	1,01,995	—47,687
	UMARIA COLLIERY	9,28,315	...	...	36,043	36,043	1,02,982	+66,939
	TOTAL OPEN STATE RAILWAYS (COMMERCIAL).	84,08,12,655	1,073,450	1,42,42,008	2,03,14,575	3,45,56,583	3,88,96,972	+14,76,455

* Includes Rs. 60,570 expended by the State on the survey for this line, but not included in the capital account of the railway.

(a) Includes about Rs. 5,25,000 on account of the Company's share of net earnings for the half-year ending 31st December 1890, which was not paid till after close of the official year; also transactions for three months of the Bengal and North Western railway not adjusted, as adjustments with the Company are only made half-yearly.

† Included under North Western railway.

STATEMENT No. 3—concl'd.

State railways (Commercial)—concl'd.

Serial No.	RAILWAY.	Capital outlay to the 31st of March 1891.	INTEREST CHARGES FOR 1890-91.				Net receipts for 1890-91.	Gain or loss (+ or —).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	Commercial lines— <i>contd.</i>							
	(2) <i>Unopen lines.</i>							
IX	GODHRA-RUTLAM	8,64,036	...	...	19,923	19,923	...	—19,923
XVII	MÁYAVARAM-MUTUPET	2,86,117	...	...	5,722	5,722	...	—5,722
XXVIII	EAST COAST	31,49,317	...	...	58,720	58,720	...	—58,720
XXXI	MU VALLEY	59,00,771	...	...	1,50,153	1,50,153	...	—1,50,153
	MÍÁNWÁLI-MÁRI	8,95,370	...	...	21,974	21,974	...	—21,974
	TIRHOOT, DURBHUNGA-BAIRAGNIA BRANCH.	19,05,039	...	...	61,216	61,216	...	—61,216
	DHARMAVARAM-HINDUPUR	36,767	...	...	1,089	1,089	...	—1,089
	STORES	6,86,321	...	...	32,300	32,300	...	—32,300
	NÁGPUR-CHHATTISGARH DEPRECIATION ACCOUNT	9,17,835	...	...	44,679	44,679	...	—44,679
	BELLARY-KISTNA*	1,65,75,025	...	...	6,62,586	6,62,586	...	—6,62,586
	VIZÁGAPATAM-RAIPUR†	2,45,035	...	...	9,800	9,800	...	—9,800
	BILÁSPUR-ETÁWAH SURVEY†	75,132	...	...	3,005	3,005	...	—3,005
	RÁNAGHAT-BHAGWANGOLA†	3,02,450	...	...	12,098	12,098	...	—12,098
	SOUTHERN MAHRATTA†	5,27,070	...	...	21,083	21,083	...	—21,083
	TOTAL UNOPEN STATE RAILWAYS (COMMERCIAL).	3,23,66,785	...	...	11,04,348	11,04,348	...	—11,04,348
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL).	87,31,79,440	1,073,450	1,42,42,008	2,14,18,923	3,56,60,931	3,88,96,972	+ 3,72,107

* The capital expenditure shown against this line represents the amount expended by Government up to the 31st of December 1887 and liabilities incurred up to that date, and law charges debitable to Government after the transfer of the line.

† Abandoned or in abeyance.

STATEMENT No. 3A.
State railways (Military).

Serial No.	RAILWAY.	Capital outlay to the 31st of March 1891.	INTEREST CHARGES FOR 1890-91.				Net receipts for 1890-91.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
XIX	Military lines.							
	(1) Open for traffic.							
	NORTH WESTERN—							
	MILITARY SECTION*	10,33,53,983	...	...	41,21,358	41,21,358	—5,23,168	—46,44,526
	TOTAL OPEN STATE RAILWAYS (MILITARY).	10,33,53,983	...	...	41,21,358	41,21,358	—5,23,168	—46,44,526
	(2) Unopen lines.							
	NORTH WESTERN—							
	SIND-PISHIN—CHAMAN EXTENSION.	1,53,22,741	...	...	5,65,927	5,65,927	...	—5,65,927
	SIND-PISHIN—PETROLEUM OPERATIONS.	1,87,230	...	...	7,243	7,243	...	—7,243
	FRONTIER RAILWAYS RESERVE MATERIAL.	36,78,917	...	...	1,22,549	1,22,549	...	—1,22,549
	TOTAL UNOPEN STATE RAILWAYS (MILITARY).	1,91,88,888	...	...	6,95,719	6,95,719	...	—6,95,719
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (MILITARY).	12,25,42,871	...	...	48,17,077	48,17,077	—5,23,168	—53,40,245
	GRAND TOTAL STATE RAILWAYS (COMMERCIAL AND MILITARY).	99,57,22,311	1,073,450	1,42,42,008	2,62,36,000	4,04,78,008	3,83,73,804	—49,68,138

STATEMENT No. 4.

East Indian Railway.

Results to the State of working for the official year 1890-91.

Serial No.	RAILWAY.	Capital outlay to the 31st of March 1891.	INTEREST AND ANNUITY CHARGES FOR 1890-91.				Net receipts (less surplus profits paid to shareholders) for 1890-91.	Gain.
			STERLING (PAID IN ENGLAND).		Paid in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	33,47,28,915	1,482,524	1,96,69,400	23,35,020	2,20,04,420	2,94,39,320	74,34,900

* Includes line from Ruk vid Bolán to Quetta, Bolán high level line and Abt system, and Sind-Pishin State railway, northern section; also Sind-Sagar State railway, eastern and western sections, Golra to Khushálgarh, Mozufferabad junction to Sher Shah, late Salt branch, metre gauge line, and Chenab bridge at Ramuwal.

CHAPTER II.

Works in progress.

East Indian Railway (Standard gauge).

The following works were completed during the year :

Additions and alterations to lines in connection with the coal jetties at Howrah; extension of lines to the salt golahs at Salkeá, a new station building at Galsi; additions in the Mokameh station yard, and the protection of the river bank at Monghyr.

The up line Singharron bridge was completed and passed for traffic on the 26th September 1891.

The erection of block-houses on the abutments of the Jumna bridge and of defensible gateways at the west abutment Selimgarh, undertaken for Government, were also completed.

The following works were in progress :

Additions, &c., at Sahebgunge Ghát; junction arrangements at Hooghly with the Eastern Bengal State railway, at Asansol with the Bengal-Nágpur railway, and at Mánikpur with the Indian Midland railway.

Bengal-Nágpur Railway (Standard gauge).

2. The Brahmini bridge, which was reported as under construction the previous year, was completed and opened for traffic on the 25th May 1891.

The Saranda tunnel was taken out to full section, a small length of lining remaining to be done. A good deal more lining than originally expected has been found necessary, as the rock the tunnel passes through was found to deteriorate on exposure, though very hard to excavate.

Five new crossing stations at Bagodih, Nimdih, Kantadih, Jeraikola, and Kalunga were in course of construction. They are required owing to the rapid development of traffic and the long distances existing between the stations on either side of them.

Several goods sheds were enlarged, notably those at Raipur, Chakardharpur, Biláspur, and Purulia. Other sheds were being erected at stations where the traffic shows they are required.

Work was commenced in October on the extension from Jharsuguda to Sambalpur town, a distance of 29 miles. The principal work is the bridge on the Bonum river, 6 spans of 100 feet girders. The construction of the branch was well advanced, and it is expected to be ready for traffic by the end of 1892.

Arrangements were made to commence work on additional staff quarters at Biláspur and Chakardharpur, the rapidly increasing traffic of the line necessitating large additional accommodation.

Indian Midland Railway (Standard gauge).

3. Progress at the locomotive shops at Jhánsi was not very rapid on account of the slow delivery of the ironwork from England. In block No. 1, which is the fitting, turning, erecting, and boiler shop, all the iron stanchions were erected, the roofing material was coming in, and was being rivetted up. Block No. 2 is the carriage and wagon, paint, and saw-mill shops. Here all the stanchions were erected and two bays roofed in. The remaining roof-work was ready for erection. All stanchions in block No. 3 (foundry and smithy), with the exception of one broken in transit, were erected, and the other ironwork, which has arrived, is being rivetted up.

The additional staff quarters and the recreation rooms at Bína were approaching completion. A bungalow was built at Jhánsi for the District Locomotive Superintendent.

Sanction has been received to the sinking of new wells at Bína and Bāsoda stations, the old wells having failed. The capacity of the high service tanks at Jhánsi and Bína was doubled.

A new first class refreshment-room was built at Gwalior station.

A new approach was made to the Saugor passenger station.

Sanction was received to the construction of a small locomotive yard at Cawnpore transfer sidings. The work has been started.

Gate lodges were being built at the 24 remaining unmanned level crossings on the Gwalior-Agra section.

The curves of under 2,000 feet radius (aggregating 4 miles in length) on the Agra-Gwalior section have been re-sleepered with Indian Midland railway pots and special tie-bars.

The following stations on the Jhānsi-Mánikpur section have been opened as flag stations during the year :—

Arjár.	Súpá.
Rora.	Káripahári.
Ghutai.	Khairáda.

Small goods sheds were being erected at Banda and Harpalpur.

Bhopal-Itársi Railway (Standard gauge).

4. Good progress was made on the new station at Midghat; the earth-work, rivetment walls, signals, permanent-way, bridges, and staff quarters were completed; the signal cabins were approaching completion, and the interlocking machinery was being fitted up.

Owing to insufficient waterway, an additional 20 feet girder bridge was put in the main line at mile $47\frac{1}{2}$.

Sanction was received on the 18th August 1891 for the construction of the two new crossing stations, Hiranía and Misrod, at miles $34\frac{1}{2}$ and $49\frac{1}{4}$ respectively. Good progress was made with the works.

The construction of a locomotive yard and running shed at the stations of Itársi and Barkhera was sanctioned on the 25th August 1891, and good progress was made at both these stations.

Godhra-Rutlam Railway (Standard gauge).

5. The revision of the survey of the Dohad Ghát, which was in progress last year, was completed with, as anticipated, favourable results.

The construction of the bridge over the Mahi river and the boring of the Panchpiplia tunnel were commenced.

The first 24 miles, under contract with Messrs. Kirby & Co., will be finished by the end of June 1892.

The line traverses a very difficult country, and a gradient of 1 in 200 has been obtained for the greater part of the line by heavy works. Owing to sickness, great difficulty was experienced in securing labour, and work was consequently retarded.

Bengal and North Western Railway System (Metre gauge).

6. The chief works in progress were the Bahram Ghát and Revelganj Company's section. branches, both of which are now open for traffic.

On the Revelganj branch the works were practically completed, but the engine shed at Chupra and goods sheds at Revelganj and Revelganj Ghát have still to be taken in hand.

A great deal of work remained to be done to complete the Bahram Ghát branch, and the Surju bridge, 7 spans of 80 feet, remained to be finished.

The greater part of the ballast was collected and being trained out and laid along the line.

The main line for a distance of 6 miles was raised an average of 3 feet, and a new bridge of 200 lineal feet of waterway was built between Kopa Sambota and Chupra.

Heavy protection works were carried out at the Rohin bridge.

Large additions were made to the audit office building consequent on the amalgamation of the Tirhoot railway with the Bengal and North Western railway.

The chief work in progress was the completion of the Durbhunga-Bairagnia extension, which was practically finished, except as regards ballast, of which 75 per cent.

was laid down on the line.

The fair weather line from Dhang to Bairagnia bazar, which was sanctioned as a separate project, was well advanced, and was opened for goods traffic on 1st March 1892.

An additional goods shed was built at Durbhunga, and the flag station of Gáraul was converted into a crossing station.

A goods platform and extra sidings were constructed at Bhagvánpur station.

The work on the Kunwa Ghát extension was practically completed; but more ballast is still required, and some of the larger bridges require further protection with boulder pitching.

Ten miles of line were relaid with 50 lbs. steel rails during the year. There are still about 24 miles of rails which require renewing, but the work will be carried out gradually.*

Rohilkhand-Kumaun Railway System (Metre gauge).

7. The construction of the Gola Gokaran Náth-Pilibhit branch of the Lucknow-Bareilly section was practically completed during the year, though some further expenditure has still to be incurred on earthwork, ballasting, bridge-work, and buildings. The Dudwa extension was staked out, and works on that branch were in progress. The rails are expected to be laid by next rains.

Rajputana-Malwa State Railway (Metre gauge).

8. The chief works in progress were :

Alterations in the station yard at Delhi owing to the entrance of the Delhi-Umballa-Kalka railway; construction of new local goods station at Delhi; additional standard gauge sidings at Agra Cantonment; new lines for the Salt Department on the Sámbar branch; fencing about 50 miles; and additions to watering arrangements at Dhankia, Phulera, Tilaunia, Kishengurh, Sendra, Bhátinda, Kot Kapúra, and at several minor stations.

Special expenditure was incurred in piping and a pump in order to bring water from Budha Pushkar to Ajmere, the Anasagar lake having dried up; and the district offices at Mhow were completed.

Additional staff quarters were built at Achnera, Bándikui, Beáwar, Abu road, Sábarmati, Kálakhund, and Háthras city.

The crossing station at Bar was remodelled.

The re-alignment between Indore and Fatehabad was commenced.

On the main line 36 miles were relaid with 50-lbs. steel rails.

Southern Mahratta Railway System (Metre gauge).

9. Owing to the failure of rains last season many of the wells on the Bellary-Kistna section dried up. Several new wells since sanctioned were in progress, together with other measures which, it is hoped, will provide an adequate supply of water in future.

The waterways provided between miles 45 and 47 of the Bellary-Kistna section being found insufficient, it was decided with a view to prevent breaches to raise the line and to provide additional waterways. The work was well in hand.

The works in connection with the workshops at Hubli were practically completed.

The water-supply project at Hubli is being carried out by the Irrigation branch of the Public Works Department. An officer of the Company has been nominated to inspect the work on behalf of the Company.

The works at Poona junction were completed during the year, and arrangements made to run the Southern Mahratta railway goods trains through to the junction station from the 1st January 1892.

To prevent accidents from slips in the Alandi Ghát, it was found necessary to erect a covered way over the cutting at mile 265½, Poona branch, and the work was in progress.

South Indian Railway (Metre gauge).

10. The additional locomotive accommodation at Negapatam workshops was in progress.

The extension of the covered way from the east to the west end of the Trichinopoly station building by a length of 265 feet, sanctioned in October 1889, was completed in June 1891.

The junction arrangements in connection with the Máyavaram-Mutupet railway at Tiruvallúr were in progress.

At Villupuram junction the additional station accommodation for the traffic consequent on the opening of the Villupuram-Guntakal section was completed, and some additional quarters for the staff were in progress.

A fourth class permanent station was in course of construction at Padálam in replacement of the trial station.

The additional goods shed and other accommodation at Egmore station were completed in May 1891.

Home signals were being provided at 36 stations, and at those stations at which the through sidings were extended the distant signals were moved to 1,275 feet from the facing points.

The conversion of the existing 30 feet span over the Porto Novo canal into a 70 feet bridge was completed in June 1891.

The bridge of three 25 feet girders over the Periyár main channel was completed in December 1891.

During the year 53·75 miles were relaid with 50 lbs. steel rails on cast-iron pots. The total length of 50 lbs. road is now 364 miles.

The sidings at Saidápet, Tindivanam, Vikravándi, Nellikuppam, Cuddalore old town, Alapakám, Porto Novo, Kille, Chidambaram, Coleroon, Shiyáli, Vaithísvarankoil, Vadamadura, Ammayanáyakanúr, Kumárapuram, Lálápet, and Karúr were lengthened to meet additional traffic requirements. The aggregate length of the extensions is 5·22 miles. The sidings at Negapatam were also lengthened by 0·88 miles for locomotive purposes.

On the section of line from Villupuram to Pákala and Tirupati, the Villupuram-Guntakal section. bridges over the Nagar, Pálár, Poiney, and Bhimavaram rivers, miles 183, 194, 224 and 255 respectively, were completed and the diversions removed. The stations were practically finished.

The section from Pákala junction to Guntakal was opened for traffic, *viz.*, from Pákala junction to Váyalpád, on the 1st January 1892; the remaining portion from Váyalpád to Guntakal was opened for goods traffic on the 1st March, and from Váyalpád to Dharmavaram for passenger traffic on the 20th March 1892.

The station buildings were in a rather backward state, but it is expected that all will be completed by the end of June next.

The bridges over the Pennér and Panaméru rivers are not completed, and traffic is being carried across on diversions. The progress on these two bridges was as follows :

The Pennér bridge, of 11 spans of 150 feet carried on single 20 feet wells, was commenced in December 1890. All wells were sunk and founded, the masonry of piers and abutments was in an advanced state, girders of four spans were completely rivetted, and those of three spans were in course of erection.

The Panaméru bridge consists of 14 spans of 61 feet, each pier being carried on two wells of 10 feet diameter. All the piers were complete to girder bed level, except piers 2 and 4, which were in progress. Half the number of girders were in position.

Early in January 1891 orders were issued to commence construction on the Dharmavaram-Mysore frontier section. first ten miles from Dharmavaram, and surveys were ordered from Hindupur to the junction with the Bangalore-Hindupur railway at the Mysore State frontier. A report was also called for with regard to the other portion of the line, *viz.*, from the 10th mile to Hindupur, as to whether any alteration in alignment was desirable, and in July 1891 sanction was given to commence work on such portions as did not require alterations. Towards the end of last official year a party commenced work on realignment; by the end of July all survey work was completed, and in August last formal sanction was given to the alignment proposed from Hindupur to the Mysore frontier.

From Dharmavaram to Chinna Cotapalle (13 miles) the earthwork was nearly completed, and, with few exceptions, nearly all the bridgework. The greater portion of the length was partly ballasted in readiness for plate-laying, which was started outwards from Dharmavaram.

From Chinna Cotapalle to $22\frac{3}{4}$ miles the earthwork and bridgework was well in hand and ballast being got ready.

From $22\frac{3}{4}$ miles to Penukonda station (25 miles) the earthwork was completed, except gaps, and bringing up old earthwork to section. Ballast was being collected, and bridgework well advanced.

From Penukonda to Chyakarlapalle (34 miles) the earthwork was practically completed, except gaps. The bridges were in an advanced state.

Good progress was made up to the 44th mile, but beyond this very little was done. At the present rate of progress it is anticipated that this section will be opened for traffic on the 1st April 1893. The length of line is 56 miles.

The extension from the Mysore frontier to Bangalore, 54 miles, is being constructed by the Mysore Darbar. Of this section the earthwork was in hand, and rails laid up to the 22nd mile from Bangalore. The bridgework was well in hand. It is expected that the line will be completed in July 1893.

Máyavaram-Mutupet Railway (Metre gauge).

11. In August 1891 sanction was accorded to the construction of the section of line from Máyavaram to Tiruvallúr, a distance of about $24\frac{3}{4}$ miles. A survey for the extension of the line to Adirámptnam was completed in January last, and estimates for this portion are under preparation.

Owing to the constant rain of the north-east monsoon, the land was flooded throughout, and good progress was impossible. At the end of February 1892 about 85 lakhs cubic feet of earthwork was completed out of an estimate of 387 lakhs cubic feet. Progress in bridgework was poor, but brick-making operations were well advanced. These also were practically put a stop to during the rains.

Assam-Bengal Railway (Metre gauge).

12. The construction of the branch of this line from Gauhati on the Brahmaputra river to Dimapur, 154 miles, was ordered in September 1891, and during the working season the line was finally located, surveyed, and levelled as far as Lumding, 110 miles.

For 70 miles from Gauhati the line presents no difficulties, except some deep cuttings through the low hills at mile 14 and a bridge over a tributary of the Brahmaputra at mile 40 of 9 spans of 150 feet.

From the 70th to the 110th mile the line runs through undulating country, mostly covered with dense forest. The ruling grade is 1 in 150, and the limiting curve 5° .

Some miles of earthwork have been thrown up from the Gauhati end, and a workshop, store building, and staff quarters commenced in Gauhati station.

The Assam-Bengal Railway Company has now been formed in England, and the Agent has arrived in India. Steps are being taken to mark out and take up the land from Chittagong to Chandpur, and work will be commenced on this portion of the line immediately after the rains.

North Western Railway System (Standard gauge).

13. The original scheme of troop traffic works, sanctioned in 1888, was practically worked up to, and further works on the same account, estimated to cost Rs. 9,73,991, have been sanctioned. The most important of these were taken in hand, and some of the smaller ones completed during the year. A loop line is being made from Hussainiwala junction to Ferozepore city to enable trains to run through to Ferozepore city direct instead of, as at present, by a back shunt from the cantonment station.

A siding connecting the fort with the railway station at Ráwalpindi was under construction. A siding was also constructed to connect the premises of the Murree Brewery Company with this station.

The improvement of the grades of the line between Soháwa and Gujar Khan was completed, and the new line was opened on 2nd April 1892. Work is in hand on the following projects, which complete the proposals for the easing of grades between Jhelum and Ráwalpindi :

Bakrala project, between Domeli and Soháwa, 122 to 130 miles.

Mandra project, between miles 148 to 156.

Siala project, between miles 156 and Ráwalpindi.

The strengthening of weak bridges on the North Western railway was in steady progress during the year. The girders of the Alexandra bridge over the river Chenab at Wazirabad were doubled, and the bridge inspected and passed in October 1891. Work on the Ravi and Jhelum bridges was in hand.

The length of the Ravi bridge is to be reduced by 15 spans at the north end. This length was being filled up preparatory to dismantling the girders.

The 81 feet Warren girders of the bridges over the Bari Doab canal near Changa Manga, Mean Meer east, and Mean Meer west were renewed, and work was in hand at five other bridges in the Beas valley; also at the Kasur, Sobraon, and Rhoe nullah bridges.

The renewal of the Malir bridge near Kurrachee was completed during the year, and the bridge opened to public traffic.

New crossing stations at Kharipal, Bandewali, Dubi, Thull, and Ghaggar were completed and temporarily opened for crossing trains on the Kurrachee district for the heavy grain traffic carried during the year.

A loop line to engine shed and additional quarters for European drivers were built at Kotri. This station will shortly become an important junction with the Hyderabad-Umarkot railway with a steam ferry service over the Indus.

The Dádú station was enlarged and converted into an engine changing station in lieu of Rádhan, with a view to equalise the engine runs between Kotri and Sukkur. The station was opened on 15th February 1892.

Three bridges of 8 spans of 20 feet girders were constructed between Bákráni and Dokri to carry off the flood water.

The engine shed at Sukkur was enlarged and a 50 feet turntable provided. An improved scheme for the supply of water to the engine shed and workshops was sanctioned, and the work nearly completed. A double running room for guards and quarters for the police were constructed; also additional sidings in the locomotive shops and a new siding to the quarries were made.

Additional staff quarters were provided at Khánpur, and three new fuel stages and a steam pump erected at Gilawála. The river bank siding at Adamwáhan was relaid and the waiting shed rebuilt. The sidings at the Guznara and Soháwa tunnel quarries were enlarged to cope with the increased stone traffic for the Punjab Irrigation Department.

At Lahore a permanent railway technical school was built at the cost of the Punjab Provincial Government. The old temporary building has been purchased by the railway, and is being converted into a railway girls' school. The goods transshipping platform was raised and roofed, and the locomotive reservoir extended. Certain additions and alterations were made to the oil mill premises.

The station yard at Umballa cantonment will soon require considerable re-modelling and extension to meet the pressing traffic of the two railways, and a complete scheme was worked out and submitted to the authorities of the Delhi-Umballa-Kalka railway for acceptance.

At Saháranpur new quarters were provided for the station master, the existing house having been condemned as unhealthy. Certain works are in hand in connection with the re-arrangement of the lines and the station rooms. The Oudh and Rohilkhand railway passenger platform is being extended, and a covered way will be provided between the Oudh and Rohilkhand and the North Western railway platforms. A new station building was made at Sarái Banjára with quarters for the staff.

A reserve of 16 miles of permanent-way material, with points and crossings, was stacked at Pesháwar ready for a possible extension of the North Western railway from that place to Michni.

Several unballasted portions of the line were provided with the full section of ballast, and heavy renewals of sleepers executed between Haranpur and Sodhi and Haranpur and Khusháb. Additional sidings were provided at Sodhi quarry, and a goods shed and platform at Pind Dádan Khán.

The Sind-Pishin section was severely tried by the exceptionally wet winter of 1890-91, but the line suffered no damage of any consequence during the year under report, as there were practically no rains. The experience of the floods of 1890-91 and previous years having placed beyond doubt the instability of the line near Mudgorge and the Chappar rift, a design has been made to carry the road on a new alignment with a view to avoid the present dangerous slips. Estimates aggregating Rs. 4,75,000 were sanctioned for this purpose, and the work was well in hand.

The re-grading of the line from Sibi to Násák was finished, and trains now carry increased loads over this portion of the line. Certain special repairs to the formation between Khost and Kachh Kotal were executed, and the line raised near mile 238. Heavy protection bunds were provided at or near Mudgorge, Dirgi, Bábar Kachh tunnel, and at miles 222 and 237 $\frac{3}{4}$. The bridge over the Thames nullah near Quetta was altered, and a new arch erected at mile 253. New bridges were constructed at miles 210 $\frac{1}{2}$, 211, 290, 292, 298, and 299, and protection works executed on Ambo, Syada, Algudda, and Tanduri bridges.

Platforms and sidings at Sibi were re-arranged, and certain additional sidings provided at Quetta and Bostán. The works in connection with the locomotive workshops, new commissariat sidings, drainage of staff quarters, and the institute at Quetta were practically finished during the year. A waiting shed and carriage examining pits were provided at Bostán, and a catch-siding and permanent-way inspector's bungalow erected at Kachh. The Chappar Karez tunnel was unroofed.

The line from Killa Abdulla to Chaman 29·35 miles was completed and opened to traffic on the 1st January 1892. This section which is laid for a double track includes the Khojak tunnel, which was commenced on 13th April 1888, is 12,868 feet long and has cost with approaches about 64 $\frac{1}{2}$ lakhs. The line now forms part of the North Western railway system.

Oudh and Rohilkhand Railway (Standard gauge).

14. The principal works in progress were the Lucknow-Rae Bareli and Bareilly-Rampur-Moradabad extensions.

The Lucknow-Rae Bareli extension was sanctioned in September 1891, and considerable progress was made in its construction. The earthwork was almost completed, and satisfactory progress was made in the manufacture of bricks and lime and the collection of ballast.

Sanction for the line from Bareilly to Rampur was given in December 1891, and for the portion from Rampur to Moradabad in February 1892. Earthwork, brick-making, and the manufacture of lime were in progress, and the well curbs in course of preparation.

It was originally intended to use deodar sleepers on the new extensions, but, owing to the difficulty of obtaining a sufficient supply, it is proposed to substitute steel sleepers.

On the open line the following works were undertaken :

At Lucknow an island platform and overbridge, a new carriage shed, and re-arrangement of sidings in the station yard were in progress, and it is expected that all these works will be completed by the 30th June 1892.

At Cawnpore works in connection with the improvement of the water-supply were practically finished.

During the year 27·78 miles of road were re-laid with 75 lbs. steel rails. The total length of line now laid with these rails is 238·60 miles; the length

laid with 60 lbs. steel rails is 172.21 miles, and the remaining 281.74 miles is laid with 72 and 60 lbs. iron rails.

On 94.36 miles of road, the ballast was brought up to full section.

Eastern Bengal State Railway (Standard, Metre, and Special gauges).

15. The chief work in progress was the construction of a metre gauge branch line from Bársoi to Kissengunge about 36 miles in length. The work was commenced in July 1891, and at the end of the financial year the earthwork was completed and the rails linked in up to Kissengunge, but the road is not yet fully sleepers. Considerable progress was also made in the bridges and buildings.

The double broad gauge track on the eastern section was extended from Naihati to Kanchrapara. Sanction was accorded to the estimate for a further extension of the double line from Kanchrapara to Ranaghat, a distance of about 17 miles. The necessary material has been indented for from England, and the collection of ballast and some work in the stations were in progress. On the southern (standard gauge) section the line was doubled between Ballygunge and Tolly's Nullah.

Two portions of the eastern (standard gauge) section were raised. The work consisted in raising the embankment from mile 58 to 60 and mile 67 to 68, and included the construction of a new bridge giving an additional 400 feet of waterway. The rebuilding and raising of the bridge at 59 miles 15 chains, which was damaged in the floods of 1890, was also completed.

The permanent bridges on the Raita line were completed.

Protective works on the Echamuttee river were taken in hand, and completed during the year under report.

On the northern section 22.50 miles of metre gauge track were relaid with 50 lbs. rails during the year; also 9.50 miles of broad gauge track were relaid on the Eastern section with 73 lbs. steel rails.

The silting of the river opposite the old ghât at Goalundo necessitated a large expenditure in the construction of a broad gauge extension nearly 5 miles long to a new ghât, which is known as the "East face." The new line is laid generally on the ground surface, and being pushed forward as rapidly as possible was finished before any serious difficulty in working goods was felt at the old ghâts. A similar (metre gauge) extension, 2 miles long, had to be laid during the year at Manihari Ghât, where the old ghâts were becoming unworkable from the same cause as at Goalundo.

A short (metre gauge) branch, 1.44 miles in length, was under construction from Jalpaiguri station to the river Teesta at the point where traffic from the Bengal Dooars railway will be met. This line is practically finished.

Another short (standard gauge) branch, which will be worked as a siding, was completed from the Dock junction station on the Budge-Budge extension to a coal depôt on the bank of the Hooghly at Garden Reach. This line, which is nearly 2 miles in length, was constructed at the request of Messrs. Mackinnon, Mackenzie & Co., the owners of the coal depôt in question, who pay interest on the cost of construction and maintenance.

The siding (standard gauge) to the gas works at Sealdah was completed during the year, and has been in use for some months past. The siding was provided at the cost of the Gas Company.

The points and signals at Dum-Dum junction were interlocked, and the apparatus is now in use. The yard was also remodelled.

A petroleum depôt was constructed at Sealdah (Narculdanga), and connected with the station by a siding.

New station buildings were built or are in progress at Dhákuria, Madanpur, Tilakpur, Jamalganj, and Bhowanipore; and additional staff-quarters were under construction at several stations.

Overbridges for foot passengers were erected at Dum-Dum junction, Sodepore, Belghuriah, Shámnagar, and Naihati.

Goods sheds were erected or are in course of erection at Dacca, Atrai, Mandal Ghât, Siliguri, Kusiárgoán, Arariyá, and Purneah; and passenger waiting sheds at Baruipur, Sonarpur, Sultanpur, Domár, and Jalpaiguri.

Among miscellaneous works may be noticed the placing of one-unit

latrines on all station platforms not previously provided with latrines—a work which was almost completed; the re-roofing of several store godowns at Sealdah; and the filling up of tanks at Sealdah to provide more ground for sidings.

Bengal Central Railway (Standard gauge).

16. The chief works in progress were the flood works which were rendered necessary by the damage done to the line by the floods of September 1890.

The girders required for the bridges and culverts were received from England, and the construction of the new and increased waterways was being pushed on, and the line was also being raised at various points.

The ballasting of the line was proceeded with. The line is now ballasted from Dum-Dum junction to the 48th mile (Bongong), and at various places where ballast was most required on the section between Bongong and Khowlna.

Mushkaf-Bolán State Railway (Standard gauge).

17. The complete project for the Mushkaf-Bolán State railway was submitted to Government in September 1891.

The line commences near Sibi, and extends to the Kolpur station on the old Bolán railway, the actual length of construction works being about 57 miles.

The existing temporary Bolán railway from Sibi to Quetta *via* the Kundalani gorge also forms part of the Mushkaf-Bolán State railway. This was relaid in November 1891, and has since been kept in working order, except on the short length of 4 miles between Hirók and Dózán.

A new length of temporary line between New Bank station and Mach station going to the east of the Bohr hill was finished, and trains now work over it instead of along the old line which was laid in the Bolán river bed, and was constantly liable to damage from floods. This piece of new line is 9 miles long, and for about 8 miles of its length is quite safe from injury by floods.

At Mach the temporary line is again in the Bolán river bed, and also from Mach to Hirók, which length of line is peculiarly liable to damage from floods.

Sanction to proceed with the Mushkaf-Bolán State railway works was given in November 1891, and an immediate start was made on the first, second, fourth, and fifth divisions.

On the first division the operations were mostly confined to the manufacture of bricks, of which large numbers are required for the numerous tunnels on the line, and for the bridging on the first and second divisions.

Observations were also made regarding the water-supply in the lower Mushkaf.

On the second division it was only possible in view of the short provision of funds for 1892-93 to take in hand some of the heavier earthworks on the northern slope of the range of high hills dividing the Mushkaf from the Bolán.

Some realignments of the original location were found necessary at this part to allow of the doubling of the line, all tunnels and bridges having been ordered to be made suitable for a double line.

The entrance cuttings to tunnels Nos. 9, 10, 11, and 12 were well in hand, and the headings to tunnels Nos. 9 and 10 were commenced.

The seatings for the tunnel machinery for tunnel No. 9, which is 3,000 feet long, were prepared, but the machines were not put in place.

A boring for water was being put down in the Bolán river bed, but has not as yet proved so successful as was expected.

A temporary branch railway between 5 and 6 miles long was laid from a point on the existing Bolán railway, about half-way between Kirtá and Lalaj, by which materials have been taken to the north end of tunnel No. 9.

On the fourth division, Mach to Hirók, the earthwork was practically finished, with the exceptions of the heavy earthworks close to Mach and of a

short length near tunnel No. 13 (Siri Bolán). The top heading of this tunnel was driven through, and widening out was in hand.

A commencement was made on the masonry in the bridges, and the excavation for the piers and abutments of others were in hand. In many cases very deep foundations are required below the loose gravel in the river beds.

Some staff quarters and a well and pump for supplying water from the Bolán river were erected at Mach new station.

On the fifth division (Hirók to Kolpur) some realignments were necessary in various places to suit the works for a double line.

Between Hirók and Dózán the line was almost completely relocated to suit a gradient of 1 in 25 compensated for curvature and other improvements.

The earthwork on this division was commenced in December, but owing to the extreme cold was not prosecuted with much vigour until the end of February.

The headings of tunnels Nos. 14, 15, and 16 were commenced.

Some minor bridges were commenced, but no large bridges were taken in hand.

Between Kolpur and Quetta one minor bridge was finished, and the lowering of the floor of a very deep karez, a very troublesome job, was nearly finished.

The ruling gradient for the first 32 miles of this line is 1 in 55 compensated for curvature. There are then 10 miles on which the ruling gradient is 1 in 33 compensated for curvature. Between Mach and Kolpur the ruling gradient is 1 in 25 compensated for curvature.

The sharpest curve is 955 feet radius (6° curvature).

A telegraph line was erected along the new alignment, and is being worked.

Labour was very abundant during the past season, a circumstance of which every advantage was taken.

Work on the second division is now being closed owing to the limited funds available for 1892-93. On the fourth and fifth divisions work will be continued to the extent that the funds will admit.

Hyderabad-Umarkot Railway (Standard gauge).

18. Work on this line was begun in the early part of 1891-92, and by the end of the year 35 miles of permanent-way out of $58\frac{1}{2}$ had been laid, while all earthwork, buildings, and bridges were practically completed, with the exception of the Fuleli canal bridge, 4 spans of 60 feet, at mile 5, and the Mithrao canal bridge at mile 57, 4 spans of 20 feet. At the former the girders were not erected, and at the latter the piers could not be commenced until the canal was dry, which was not till March; but there are temporary diversions at each place.

The line is being laid with second-hand 60 lbs. rails obtained from the North Western railway, deodar sleepers, and new fastenings from England.

At present it is intended to complete the line only from Giddu Bandar on the Indus to Sadipalli near the Mithrao canal, $58\frac{1}{2}$ miles; but estimates have been framed and provisionally sanctioned for completing it as far as the Nara river at mile $77\frac{1}{2}$ at an estimated cost of about $18\frac{3}{4}$ lakhs, excluding rolling-stock.

The line is expected to be opened as far as Mirpur, mile 45, about the middle of May, and to Sadipalli in June or July. It will be worked by the North Western railway.

East Coast Railway (Standard gauge).

19. The total length of line now under construction from Bezváda to Cuttack is 516 miles, which is divided into nine divisions, the original northern division, Khoorda, having been made into two. The large bridges over the Kistna and Godávári have been formed into a separate charge.

Between Ellore and Pithápuram the old alignment was altered in order to serve the canal traffic better. This and another slight alteration between

Bezváda and Ellore have resulted in an increase to the original length of the line of about 12 miles.

The progress made during the year was good, and would have been better but for delays in the receipt of English stores and loss of time in realignments. Work was nearly completed in the Tuni and Vizagapatam divisions, and platelaying has begun at Vizagapatam.

The Kistna bridge, consisting of 12 spans of 300 feet, was commenced in December 1890. The piers, which are of stone masonry, are founded each on a double octagonal well of 6' 9" side, and each abutment on two such wells. Out of the 15 wells on which the bridge is founded, 13 were completed, and the remaining two will probably be completed by the middle of April. The masonry of one abutment and of five of the eleven piers was finished, and that of the other abutment and three piers well advanced. It is hoped that the whole of the masonry will be completed before the floods of 1892. The first girder arrived about the middle of March, and is being erected. Staging for three girders has been standing since December 1891 waiting for the arrival of the girders from England.

The western training bund was finished, and the eastern one promises to be ready before the floods of 1892. The approaches connecting the Southern Mahratta railway with His Highness the Nizam's Guaranteed State railway are practically finished.

A project embodying alternative proposals for bridging the Godávári was submitted to Government in September 1891, and generally approved; and a design for 19 spans of 250 feet has been finally sanctioned. The site selected is at Rajahmundry, just above the club, where the north abutment will be founded on a rocky spur. The river at this point is 9,300 feet wide, and of this 5,000 feet will be covered by the bridge, the remainder being crossed by an embankment. The cost is estimated at about 55 lakhs. A commencement was made in the acquisition of land and in the construction of the approaches and service works and staff quarters. A small quantity of stone was collected, and quarries were being examined. A fair start cannot be made until the floods of 1892 have subsided.

Work was commenced on the Rushikulya, Lángulya, and Vamsadhára bridges. The Rushikulya bridge consist of ten spans of 150 feet. The Lángulya bridge was originally designed with six spans of 150 feet and the Vamsadhára bridge with seven spans of 150 feet; but the waterway of both was considered insufficient, and they were increased to seven and nine spans respectively.

The masonry of the Anakápalle, Bhimsinga, and Nellimurla bridges, which consist of six, five, and four spans of 100 feet respectively, was completed.

Burma State Railway System (Metre gauge).

20. Land was acquired for a new store yard in connection with the project for a new railway station at Rangoon, and for removing the suburban line from the land which the Municipality wish to reclaim on to the Monkey Point road. Land was also obtained at Letpadan to allow of the station yard being extended.

A new goods station, with station building platform and three sidings, was opened on the suburban line at Keighly street, one mile west of Latter street.

Additional sidings were laid at Rangoon, Kemmendine, Keighly street, and at ten other stations on the Irrawaddy district, at four stations on the Sittang line, and at two on the Toungoo-Mandalay extension. Twenty miles on the Irrawaddy district were relaid with 50 lbs. steel rails and Pynkado sleepers. Kemmendine station was rebuilt on a scale more commensurate with the traffic, three lines of rails and a new platform being added and a foot bridge thrown across from side to side. One pier of the bridge at mile 80, Sittang district, having given way, and the present waterway of 80 lineal feet proving insufficient through changes in the drainage of the locality, it was decided to build a new bridge with 180 lineal feet of waterway. A diversion was made and girders ordered, and the work was in progress.

Earthwork was started on the Meiktila branch for famine relief.

Mu Valley State Railway (Metre gauge).

21. This railway system now under construction consists of $314\frac{1}{2}$ miles made up as follows:

	Miles.
<i>Main line.</i> —Sagaing shore on the right bank of the Irrawaddy through Shwebo, Kawlin, Wuntho, Nahakaung junction to Mogaung	294 $\frac{1}{4}$
<i>Myohaung branch.</i> —From Myohaung, a station 3 miles south of Mandalay (the northern terminus of the Toungoo-Mandalay extension of the Burma State railway), to Amarapura shore station on the left bank of the Irrawaddy	6
<i>Katha branch.</i> —Katha to Nahakaung junction	14 $\frac{1}{4}$
	314 $\frac{1}{2}$

With the addition of a ferry service between the Amarapura and Sagaing shore stations, $1\frac{1}{4}$ miles.

At the end of the year 1890-91 only 151 miles (divided into three divisions) were under construction.

During the year under review the progress in these divisions is detailed below—

The whole of the 1st division—

	Miles.
Myohaung branch line	6
Main line Sagaing shore to mile	45

including the ferry service, was opened for public traffic during the year.

The extensive sidings, nearly 2 miles, at Amarapura shore, $2\frac{1}{4}$ miles at Sagaing shore, and 3 miles at Ywataung, the head-quarters of the railway, were completed. The landing stages at Amarapura and Sagaing shores, turntables, and slip lines in connection therewith, were also completed. The winding engines were erected and brought into use. A double engine shed was erected at Ywataung. The waiting shed at Sagaing has been extended, and several additional staff quarters required by the Burma State railway authorities, who work the line, have been built. A new drinking well was provided at Poukkan, and an extra engine watering well at Wetlet. The ballasting of the line was completed, and the level crossing gates and huts, as also the latrines at stations, were finished off. On the Myohaung branch a pick-up station was built at Amarapura. Along the last 3 miles of this branch line $5\frac{1}{2}$ lakhs of cubic feet of stone pitching were laid, as this section of the line runs parallel to, and at a short distance away from, the Irrawaddy.

The repairing shops at Ywataung have not yet been started, but the designs are under preparation, and the material is all collected at site.

The 2nd division, miles 45 to 95, of which only the earthwork, construction staff quarters, and a small quantity of bridging had been done in the previous year, was during the season under review brought practically to completion. Only a few 40 feet girders require to be placed in position.

The section from mile 45 to Shwebo (mile 53) was opened for public traffic at the same time as the main line section in the 1st division.

In the 3rd division, miles 95 to 145, work was seriously interfered with owing to the Wuntho rebellion in February 1891. The work people were scattered, but the difficulty of getting them to return was in time overcome. The earthwork and a few staff quarters, with a small quantity of bridging, was all that had been finished during 1890-91. The platelaying has now been carried through the division; all station buildings were finished, as also the staff quarters; the engine-shed at Kambaloo (mile 99) was finished, with the exception of the roofing; the minor bridges were all completed. Of the major bridges, which are numerous in this division, the masonry of one only is incomplete, but this, it is expected, will be ready early in May.

Great delay has ensued owing to the despatch from England of 40 feet girders in incomplete spans. All the parts have now been received, and the girders will no doubt be in position by the end of April.

The section from Shwebo, mile 53, to Wuntho, mile 152½, was opened for goods traffic on the 4th April 1892, and will be ready for public traffic on the 1st October 1892. During the year two new divisions, the 4th and 5th, were formed, but, owing to the limited grant and a change of programme, only certain sections could be put in hand.

In the 4th division, miles 145 to 199, the work was confined to miles 145 to 170 and miles 184 to 199. From mile 145 to mile 164 the earthwork was finished, and from mile 164 to mile 170 was nearing completion. Between miles 184 and 199 some ten miles were completed. The rails were laid up to mile 164. The platelaying was, however, stopped at this point, there being no advantage to be gained by pushing it on any further owing to the heavy ghat work beyond. Brick manufacture was well advanced, and several minor bridges were built between Kawlin and Wuntho. Permanent quarters for the engineering staff were built at Wuntho and Gyodaung. The station buildings and platforms at these stations were also finished. As Wuntho will be a temporary terminus for some time to come, temporary quarters for the open line staff were put in hand. These are nearly all ready. Altogether the progress in this division was good.

Work in the 5th division, from Nahakaung junction (mile 199) to mile 250, including the Katha branch, 14½ miles, was really only commenced in earnest in November 1891. The country being very thinly populated, difficulties were encountered from the very commencement. In the first place all labour had to be imported and food supply to be arranged for. Again the unhealthiness of the country was a serious hindrance, as much as 50 per cent. of the labourers being down with sickness at a time. Large numbers of men absconded, not even working out the advances received from the contractors. The subordinate staff also suffered much from sickness, and many had to take short leave. The dense jungle, which required to be cut down, delayed the commencement of earthwork considerably. Work is, however, now in full swing, and there are between ten and eleven thousand men on the works; about one-quarter of the earthwork was finished; brick manufacture has been pushed on; and the construction staff has been housed. Platelaying from the Katha end will be commenced immediately after the rains.

The line from mile 250 to Mogaung (mile 294½) was being located, and will become the 6th construction division of the line.

Great Indian Peninsula Railway System (Standard gauge).

22. The chief work in progress was the extension of the quadrupling of the line for ¾ths of a mile at Byculla to facilitate goods traffic. A new station is being provided at Byculla for passenger traffic, where an extensive dépôt for goods engines, with running shed, tank-house, and turntable, is also being constructed.

At the Victoria terminus a partial realignment of the yard was carried out, and lifting and washing sidings with platform were provided for the locomotive department, while it is in contemplation to introduce a complete system of interlocking of the points and signals.

Alterations were in progress at Thána station, giving larger platform space, an overbridge, &c., and a new Protestant church was commenced at Igatpuri.

At Bhusával an extensive new goods yard is being provided with partial remodelling of the existing station, and Saxby and Farmer's apparatus for interlocking points and signals is being introduced throughout.

At Itársi the sidings are being extended, and the passenger accommodation improved.

At Nágpur the remodelling of the station, rendered necessary by the completion of the Bengal-Nágpur railway, was in progress.

At Neral, the station nearest to Matheran, improved arrangements for the convenience of passengers were provided.

At Karjat the locomotive and goods sidings were extended.

At Poona an extensive new goods yard, with radical alteration and improvement of passenger accommodation, was practically completed.

The strengthening of the road on the south-east line with an additional sleeper is being proceeded with.

A troop-siding with platform was provided at Wádi junction.

Bombay, Baroda and Central India Railway (Standard gauge).

23. The addition of the old running engine-shed to the workshops at Parel and the improvement of the water-supply between Ahmedabad and Sábarmati were completed.

The work of raising the level of rails over the Warren girder bridges was in progress, and will be finished next year.

The strengthening of the Watruck bridge was completed.

The oil mill building at Sábarmati was finished and the machinery erected. The mill is in working order.

A signalling box and interlocking arrangements at Clerk road level-crossing south of Mahálakshmi station was being erected.

Additions and alterations sanctioned to be made to the workshops at Parel were nearly completed.

A goods platform was being erected at Miyágám, and the siding extended.

Additions and alterations were made in the Anand yard, and quarters provided for oilers.

A carriage shed was erected at Ahmedabad for the protection of carriages, and sidings laid into it.

During the year the embankments suffered heavily in many places from the excessive rainfall in July last. A few of the minor bridges also suffered. Temporary repairs were carried out, and it is hoped that the permanent repairs will be completed before the next rains.

Madras Railway (Standard gauge).

24. The Pápaghni bridge, consisting of 15 spans of 140 feet, was begun in February 1891. The abutment wells and all cylinders were bedded by divers with the assistance of the pneumatic apparatus (chiefly on rock), and 12 spans of girders erected.

On the Tungabhadra bridge 58 spans of 64 feet new permanent-way was laid and the wooden sleepers renewed.

The over-strained girders of the Metagapalli bridge, which consists of 4 spans of 63 feet, were replaced by others of a stronger type, and preparations were being made to commence similar operations at Rallavanka on the north-west line, Thootha on the south-west line, and certain other bridges the girders of which are found to be weak.

The works in connection with the junction of the South Indian railway at Kátpádi, including the road over-bridge for carts and foot-bridge for passengers, were in a sufficiently forward state to meet the requirements of the traffic. The enlarging of the main tank house at the station and the erection of a crane to facilitate the transhipping of heavy goods between the two gauges have been sanctioned, and were in progress.

The development of the traffic from the Mysore gold-fields and the Southern Mahratta railway having necessitated increased siding accommodation at Jalárpét, the re-arrangement and extension of the sidings was completed.

Distant signals were being provided at every station on the Madras railway. Fifty were erected up to date.

The whole of the points at Central station, Madras, were grouped into convenient sets, and similar work was also being carried out at Jalárpét.

Additions were made to the traffic bungalows at Bangalore city, and accommodation provided for the subordinate staff at meeting stations, and for other employés who are required to live in station compounds in consequence of night traffic. At Gooty twelve native firemen's houses and a travelling auditor's bungalow were added, and at Jalárpét a married guard's bungalow.

An over-bridge was sanctioned for Tiruvallúr station for the convenience of passengers arriving and leaving by trains during festival seasons. At present such passengers have to cross the double line.

Temporary stations were replaced by permanent ones at Kétándapatti, Kágankarai, Ariyanur, Viziamangalum, Singánallúr, and Kadalundi.

Trial stations were opened at Thalangai, mile 60, Vinnamangalam, mile 117, Totiyapalaiyam, mile 247, on the south-west line, and at Yerragudipad, mile 180, north-west line.

Delhi-Umballa-Kalka Railway (Standard gauge).

25. The whole length of line, $162\frac{1}{4}$ miles, was opened for traffic on the 1st March 1891, but a good deal of ballasting and some minor works and station buildings remained to be completed.

The maintenance of the line remained, in accordance with the contract, in the hands of the Delhi-Umballa-Kalka Railway Company for one year, while its working was carried on by the East Indian Railway Company.

The ballasting and works referred to above were completed on the 1st March 1892, and the maintenance was on that date undertaken by the East Indian Railway Company, by which company the junction arrangements at Delhi are being carried out.

Dibru-Sadiya Railway (Metre gauge).

26. The principal works done during the year were :

Fifteen miles stone ballasting on main and branch line, extension of carriage shed and foundry at workshop, and a new permanent smith's shop.

New station buildings at Tingrai and Tálap, and the building of a large goods shed at Dibrugarh were in progress.

Bengal Dooars Railway (Metre gauge).

27. Preliminary surveys for the Bengal Dooars tramway were made under the orders of the Government of Bengal in 1887-88. The project then was for a tramway of 2 feet gauge to be run along the existing embanked roads from the 19th to the 26th mile. Subsequently it was decided to make the line as a metre gauge railway, and not to utilize any existing roads as part of the railway bank. A fresh survey of portions of the line was therefore necessary, and this was partly carried out in 1889-90 by the promoters.

In April 1891, after several delays, the indenture between the Secretary of State and the promoters was signed. The Company was successfully floated in London on the 8th August 1891, and arrangements were then made in India for carrying on the construction work.

Steps were taken to acquire the land and clear the jungle. It was also found necessary to make several changes in the location, and the line has, since November 1891, been completely resurveyed.

The bridges between Teesta and Latiguri, mile 14, were in progress, and will be almost finished before the rains. The bricks for the bridges on the other portions are not yet available.

A considerable quantity of the permanent-way materials have arrived from England. Steel rails of $41\frac{1}{4}$ lbs. section have been adopted. It was hoped that the whole supply of sleepers would be obtained from the Tondou forest, but the Forest Officers state that there are not a sufficient number of available trees, and not more than 18,000 sleepers will be obtained from this source. Arrangements have also been made for a supply of sleepers from Kalimpong, Burma, and Chota Nágpur.

The platelaying will be commenced early in April 1892, and it is hoped that the rails will be laid to Latiguri before the rains, which commence in the Dooars early in May. All material has to be transhipped across the Teesta in country boats.

The line to Mal Bazar and Ramshai Hat will probably be opened for goods traffic in November 1892, and for passenger traffic in February 1893. The portion from Mal Bazar to Dam Dim will be completed by April 1893.

The working of the head-quarters, Abeduar ferry, will be taken over by the Company on 1st April 1892. The length of the line from the west bank of Teesta to Dam Dim is 31.3 and from Latiguri junction to Ramshai Hat 7.6, making a total of 38.9 miles, exclusive of sidings.

Nilgiri Railway (Metre gauge).

28. During 1891-92 a portion of the original alignment was resurveyed with a view to testing the suitability of a ruling gradient of 1 in $12\frac{1}{2}$. The final location has now been fixed from Coonoor to Mettupálaiyam. The regrading of 1 in $12\frac{1}{2}$ has resulted in a reduction of the length to 887 chains, or $16\frac{1}{2}$ miles, and is made up as follows:—

	Chains.
1 in 15, or 6·66 per cent.	161
1 in $12\frac{1}{2}$, or 8 per cent	413
Level	131
On the plains 1 in 50	182
TOTAL	887

The general direction of the previous alignment was followed. Starting from the Coonoor bridge the line runs for a distance of about 45 chains in a southerly direction between the Coonoor river and the new ghát road; thence it makes a considerable detour to the westward, and crosses the new ghát road and the Kartary river. Turning again eastward in a horse-shoe curve, it continues parallel to the same river for about 35 chains, and, recrossing it, finds a convenient crossing of the Coonoor river. The line then bears to the north-east, and passes through coffee estates and Government forests, following the contours of the Burliár and Kullar gorges; then enters a stretch of dense bamboo jungle, and descends to the plains in a continuous series of opposing curves, and from this point runs in a direct line almost due east to Mettupálaiyam, the terminus of the Madras railway. The work on the Coonoor section is in active progress, labour being plentiful, and nearly 4 miles of bank in the Mettupálaiyam section have been made. Operations on the intermediate section of about 8 miles will be commenced shortly.

The Gaekwar's Mehsána Railway (Metre gauge).

29. The Patan branch was completed and opened for traffic during the year.

Cooch Behar State Railway (2' 6" gauge).

30. This railway connects Cooch Behar with a point on the left bank of the Dharlla river opposite Moghal Hat, the distance being 24·50 miles, and is being constructed by the Eastern Bengal State railway administration. The funds for the work are provided by the Cooch Behar State.

About half the earthwork and some bridging has been executed, the necessary permanent-way materials have been indented for from England, and all sleepers required have been purchased locally.

Bina-Guna Railway (Standard gauge).

31. The funds for this railway are provided by the Gwalior state, and the line is being constructed under the direction of the Darbar by engineers lent by the Government of India. The line is $72\frac{1}{4}$ miles in length. A ruling gradient of 0·8 per cent. has been adopted, and the works are for the most part easy.

The bridge over the Betwa river is estimated to cost 7 lakhs; and the other considerable waterways are the Or and Sind rivers. The permanent-way will be of the same type as that on the Indian Midland railway, by which company this branch will probably be worked. The line is estimated to cost Rs. 1,00,618 per mile.

Jodhpore-Bickaneer Railway (Metre gauge).

32. The work on the newly opened section from Jodhpore to Bickaneer was nearly finished, ballasting was practically completed, and watering arrangements and engine shed sidings at Merta road were nearly ready. A well is being sunk at Surpura, which will have to go down nearly 300 feet, and a water lift has to be put up in the 221st mile. At Bickaneer the goods shed and platform were about half ready.

During the hot weather months much difficulty was experienced between Nagaur and Bickaneer owing to unusually violent winds. Wherever the rails were laid and ballast not spread, the banks were invariably blown away and the rails left hanging. The cuttings also filled up with sand, and platelaying was much delayed. Where the banks were ballasted, they were not much damaged. The cuttings have since been taken out to long slopes and well cleared; and as the banks are now all ballasted, it is hoped that this year there will not be so much trouble.

Owing to the great increase of this railway system, it was found necessary to build locomotive and carriage and wagon shops at Jodhpore. These are now ready and waiting for machinery which is on its way from England.

The earthwork was practically finished on the Merta-Kucháman road section, the ballast about half collected, the stations and buildings well in hand, and the bridges and culverts were, with the exception of some at the Kucháman road end, nearly finished. Rails and sleepers are expected from England shortly, and it is hoped that the section will be opened in October next.

Bhávnagar-Gondal-Jundágarh-Porbandar Railway (Metre gauge).

33. The principal work in hand was the renewal of sleepers on the main line and the substitution of a better class of sleepers for the "Gir" ones, which have proved such a failure on the Jetalsar-Verával section. One lakh of new deodar sleepers were put in on the main line, and 50,000 creosoted pine sleepers are coming forward and being put in as fast as possible. A further supply of 50,000 creosoted pine sleepers will shortly arrive, 60 per cent. of which will be used for the Jetalsar-Verával section.

Last year's monsoon damages were heavy, and the rebuilding of the Khareda bridge, 14 spans of 40 feet girders, which was partially destroyed, was well advanced. The new bridge, 12 spans of 20 feet arches, to give extra waterway in Khareda valley is more than half finished.

The following bridges were also in progress :

Verával section, mile 34, 4 spans of 20 feet girders.

Kalwa, at mile 23, 2 additional spans of 40 feet girders.

CHAPTER III.

Lines under survey or projected.

East Indian Railway (Standard gauge).

A survey was made and regular plans and estimates submitted for a bridge over the Barákar river and a line to the Jherria coal-field. The construction of the branch, 39 miles, has been sanctioned.

Surveys and estimates for branches to completely open out the Raneegunge coal-field by the Toposi extension were completed.

Moghal Sarai-Howrah Railway Surveys (Standard gauge).

2. *Moghal Sarai to Daltonganj.*—In the previous year's Administration Report the progress in this survey up to date was given. A complete estimate for the line from Moghal Sarai *via* the Koel Valley to Daltonganj for the purpose of connecting the Daltonganj coal fields with upper India has now been received. The line will be 150·66 miles long, including 5 miles branch sidings in connection with the Sone canals, and is estimated to cost 180 lakhs of rupees. This sum also includes Rs. 47,70,526 for the Sone bridge and its approaches. Excluding this bridge, the cost per mile is only Rs. 87,476.

In the projects which have previously been prepared for a more direct line between Calcutta and the North-West, the section of the Grand Chord line which lies between Moghal Sarai and the west bank of the Sone river, in all a length of 76·86 miles, has in every case formed the initial section. The alignment to the north of the Grand Trunk road, which has been selected on this length in connection with the project for a branch to Daltonganj, appears, however, both shorter and cheaper with easier grades than the same section of the Grand Chord line which was located south of the road in question, and at the foot of the Khyrne hills.

The Sone bridge has been designed for 45 spans of 150 feet girders on well foundations sunk on to a bed of laterite 70 feet below bed level, and is located $2\frac{1}{4}$ miles above the canal anicut.

Daltonganj Coal-field section.—This portion of the scheme passes for the first 43 miles through open, richly cultivated country, which rapidly becomes more undulating, until, at the 115th mile from Moghal Sarai, the Bheem Choola spur has to be negotiated by a short tunnel 550 feet in length in order to keep the line out of the influence of the Koel river. From thence the line rises gradually until the coal-field is reached at the 139th mile. Sukhooh station, the proposed terminus of the line, is situated near the eastern border of the coal-field, 6 miles from the civil station of Daltonganj. The ruling gradient throughout has been kept to 1 in 350 compensated. An account of the explorations of the coal-field is given in Chapter IV.

No further surveys were undertaken during the season 1891 between the Sone river and the Bengal-Nágpur railway.

Goomoo-Gotan.—A trial survey connecting Goomoo at the top of the Hazaribagh ghát on the Western Bengal alignment with Gotan on the Desura-Hooghly branch of the Moghal Sarai-Howrah alignment was investigated. This route, which forms part of the most direct line between Moghal Sarai and Howrah, passing *via* the Sone river crossing to Gya, thence *via* Goomoo through the Jherria coal-field to Adra on the Bengal-Nágpur railway, and on through Bankoora, might be brought either into Howrah by the Tárakeshwar railway or to Hooghly, and promises to be easier than the ghát section of the Moghal Sarai-Howrah project *via* Raie.

The portion from Adra station to Gotan only was surveyed, and the line with a ruling gradient of 0·6 per cent. and small amount of waterway is estimated to cost Rs. 85,98,442 for 90·3 miles, which, added to the estimated cost of the portion between Gotan and Hooghly with the Tárakeshwar branch, makes Rs. 1,47,55,506 for 125·23 miles, or Rs. 1,17,827 per mile for the distance from Adra to Hooghly.

The Goomoo-Adra portion of the line has been left until the question of the entry into Calcutta of the group of projected railways now centering about Midnapur has been decided on.

Sini-Midnapur, 100·64 miles.—At the close of the season 1889-90 a trial line was run and careful examination of the country made from Sini *via* Midnapur to Howrah.

A further investigation of this line was made during the cold weather of 1890-91 with a view to improvement, where possible, and to a revision of the project generally in communication with the Irrigation Department, Bengal.

The result of this investigation was that a saving in distance of 1·62 miles was effected between Sini and Midnapur, and a reduction of the ruling gradient from 1·0 to ·80 per cent. Against these advantages, however, the cost per mile has been raised from Rs. 91,900 to Rs. 1,01,218.

During the cold weather of 1891-92, the line from Midnapur to Howrah, including a branch to the river opposite to Budge Budge, with a steam ferry, was further reported on. It was reported that beyond raising the formation through the area liable to floods between Midnapur and the Roopnarain, and continuing the line for a further distance under the protection of the south bank of the Midnapur canal up to the approaches of the Roopnarain bridge, no alteration of the alignment adopted in the previous season's work was desirable.

The total cost of the line from Sini to its junction with the East Indian railway, $\frac{2}{3}$ rd mile from Howrah station, 166·37 miles, is estimated at Rs. 2,09,50,230, or Rs. 1,25,924 per mile; whilst a separate locomotive yard and the necessary staff-quarters at Howrah would cost another 10½ lakhs, and it is estimated that a separate terminal station at Howrah, including 18 miles of sidings, would cost 46 lakhs extra.

Budge Budge branch and ferry.—The estimate amounting to Rs. 15,79,126 provides for 1¾ miles of railway, 3 miles of sidings, and the ferry proper, which is estimated to cost 10¼ lakhs. The distance from shore to shore between the two floating landing-stages is 1,500 yards.

Diamond Harbour branch and ferry.—An approximate estimate was also framed for a branch to Diamond Harbour with ferry arrangements similar to those at Budge Budge.

This branch would leave the main line opposite the village of Panchkoora, 125 miles from Sini, and run to Kukroohati, a village six miles below the confluence of the Roopnarain and Hooghly rivers. The country traversed is flat flooded paddy land, and is thickly populated. Kukroohati is the nearest place to Diamond Harbour that a ferry could be established at, as the diamond sand, which is dry at low water, begins just below this point, and extends a long way down the river. The fair way for vessels opposite Kukroohati is in mid-stream, so that the ferry landing place would be well out of the way of navigation. The distance across to Diamond Harbour creek, from which the present passenger ferry starts, would be about 5 miles.

The shore on the south side of the Hooghly, shelving, as it does, at this point, would necessitate more extensive arrangements for landing-stages than at Budge Budge. The ferry here is accordingly estimated to cost over Rs. 11 lakhs, and this brings the whole cost of the branch and ferry to Rs. 75,23,820, the distance being taken at 31 miles of railway and 5 miles of river crossing.

The questions of terminal arrangements and of ferries to afford a quick and satisfactory transshipment across a river like the Hooghly are not, however, of a nature to be fully dealt with in the preliminary surveys for a railway project, nor can the requirements be fully foreseen until the effect of the new docks upon the present goods traffic at Howrah station has been observed.

Midnapur-Cuttack.—A flying line of levels was run between Midnapur and Cuttack in order to ascertain the waterway required and the prospects of traffic. The alignment generally follows that of the Grant Trunk road, as the country around it is better populated than that on the direct route.

At the crossing of the Brahmini river above the canal weir at Jonapore, miles 127½, the line joins the old alignment of the Benares-Cuttack railway survey of 1884-85, and continues thence along it to Cuttack, branching off, however, to join the East Coast railway at the Naraj crossing of the Mahanuddi river about 8 miles above Cuttack.

The following formidable amount of large bridging is estimated to be required for this line :

	Cost. Rs.
Subarnarikha river, 14 spans of 100 feet girders . . .	6,65,459
Buroobullong river, 5 spans of 100 feet girders . . .	2,66,700
Salindee river, 10 spans of 60 feet girders . . .	1,36,185
Byturnee river, 18 spans of 100 feet girders . . .	8,45,899
Brahmini river, 28 spans of 186 feet girders . . .	36,90,460

The total estimate for the line, 191 miles in length, is Rs. 2,40,41,080, or Rs. 1,25,665 per mile.

Bengal-Nágpur Railway (Standard gauge).

3. During the year a survey was made for a line from Anára station, 31 miles from Ásansol, to the Jherria coal-field. The object of the Anara-Jherria Railway Survey. the survey was to ascertain the cost of connecting the Bengal-Nágpur railway with the Jherria coal-field. The survey was completed ; but as the Secretary of State has sanctioned the extension of the Barákar branch of the East Indian railway to serve this coal field, the necessity of this branch line is not now pressing.

A survey was also made of a branch line from Raipur to Dhumtari, 44 miles long. The results have only just been received, and the proposal seems to be a promising one. This Raipur-Dhumtari Rail- way Survey. line might form a portion of the proposed connections between the Bengal-Nágpur railway and the Nizam's and East Coast railways which were originally prospected in 1887-88.

The survey of a line from Sambalpur to Khoorda, a station on the East Coast railway, 26 miles south of Cuttack, is now in course of progress. The work is being done for the Sambalpur-Khoorda Railway Survey. Government of India by the Bengal-Nágpur Railway Company. The object of the survey is to ascertain the cost of connecting Sambalpur with the East Coast railway by a line running south of the Mahanuddi, from whence a branch will connect with Puri. A survey was made in 1885 of a line connecting Sambalpur and Cuttack by a route to the north of the Mahanuddi, but it was thought advisable to investigate the alignment south of that river. The route now under survey is reported as opening an excellent country, and to appear likely to give good results if the line is constructed. The field work is now about three-quarters finished.

Bhopal-Ujjain Railway Survey (Standard gauge).

4. This survey for a standard gauge line has been made at the instance and expense of the Gwalior Darbar. The main object of the proposed railway is to connect the cities of Gwalior and Ujjain by a route less circuitous than that at present available, and passing for the most part through Gwalior territory and the rich province of Malwa. The distance from Ujjain to Bhopal is 113 miles. The ruling gradient is 0.67 per cent. and the country easy ; no large waterways are crossed. The line passes through Shujaulpore and Sehore, both important marts, and is estimated to cost Rs. 72,000 per mile, exclusive of rolling-stock.

Bengal and North Western Railway System (Metre gauge).

5. No survey work was carried out during the year, but the sanction of the Government of India has been accorded to surveys of the proposed extension of the Tirhoot section from Garhara to Monghyr and Khagaria, about 34 miles long ; and the Board of the Bengal and North Western railway has sanctioned the survey of a branch, 41½ miles long, from Gonda to Balrampur and Ootrowlia.

Surveys in connection with the Rajputana-Malwa State Railway System.

6. Owing to the partial failure of the monsoon in Rajputana and the possibility of new relief work being necessary in the Ajmere districts, the Government of India desired that a project should be prepared for a line on the metre Nusseerab-Kekri Railway Survey (Metre gauge).

gauge either from Nusseerabad to Kekri (35 miles), or from Singáwal to Kekri (30 miles). It was finally decided that the route from Nusseerabad to Kekri was the better, and accordingly a project is being prepared for that route only. The cost of the line will probably be about 10 lakhs of rupees. The preparation of the project has been entrusted to the officers of the Bombay, Baroda and Central India Railway Company.

At the beginning of the year the Board of Directors of the Bombay, Godhra-Rutlam Railway Extension (Standard gauge). Baroda and Central India Railway Company put forward certain proposals regarding a scheme for extending railways through Central India and Rajputana and reaching into the Punjab, the proposed lines being in continuation of the Godhra-Rutlam railway and in connection with certain lines proposed by the Gwalior and Jeypore Darbars. The Government of India, to whom the question was referred, considered that any extension of the Godhra-Rutlam railway should, after crossing the Chambal river, take the line *viâ* Keraoli, Bhurtpore, and Muttra to Delhi; and that it would be more advantageous to have a new standard gauge line from the Chambal river to Delhi than to spend money in converting the gauge of any existing railway. The survey of the proposed lines was held in abeyance pending further negotiation with the Board.

Southern Mahratta Railway, Mysore section (Metre gauge).

7. The survey of the extension from Nanjangúd to Gudalur at the foot of the Nilgiri hills, a distance of 54 miles, is in progress. Fourteen miles of the length are in British territory, the remainder being in the Mysore State. Near the Mysore frontier the country is much broken, and some difficulty is anticipated in locating the line between Gundlupet and Gudalur. From Nanjangúd to Gundlupet the country is reported to be fairly easy.

Kurnool road-Kurnool Railway Survey (Metre gauge).

8. The Government of India having decided that the cost of this survey should be met from Imperial funds, the work was commenced by the officers of the Southern Mahratta Railway Company in February 1892. The length of the branch will be about 32 miles.

Peralam-Karikal Railway Survey (Metre gauge).

9. At the request of the French Government a survey was undertaken from Peralam to Karikal. The line branches off south of Peralam, a proposed station on the Májavaram-Mutupet railway, and runs in an easterly direction for 8 miles, passing the villages of Ambagatur and Pettagudi, whence it runs south-east to Tirunalúr on the 11th mile. From Tirunalúr the direction is towards the east till about the 13th mile, whence curving round to the south it enters Karikal.

The total length is 14·63 miles, of which 5·08 miles is in British and 9·55 in French territory. The plans, sections, and estimates have been forwarded to the French Government.

Palanpur-Deesa Railway (Metre gauge).

10. During the year the estimate for this line was recast so as to provide for a standard gauge substructure with a view to the possibility of the line being hereafter extended to connect with the Hyderabad-Umarkot railway. The construction of this branch has since been sanctioned. The length of the line is 17·29 miles, and the estimate for it on the metre gauge, but with standard gauge substructure, amounts to Rs. 4,00,833, or Rs. 23,183 per mile. Of this sum the Palanpur Darbar is to contribute Rs. 1,85,000, the Government of India providing the rest either in the form of cash or stores. The line will be worked and maintained by the Bombay, Baroda and Central India Railway Company for the same percentage of the gross earnings in any half-year as obtains on the Rajputana-Malwa railway in the same period.

North Western Railway (Standard gauge).

11. Orders were received for the survey of a railway from Wazirabad to Mooltan through the tract to be irrigated by the Rechna Doab canal scheme, and an estimate for the work was sanctioned. The detail survey was, however, subsequently deferred; but arrangements have been made to reserve land for the proposed railway.

Orders were received in January 1892 to undertake the survey of a feeder line from Jungshahi station to Tatta in the Kur-rachee Collectorate, and an estimate amounting to Rs. 6,388 has been sanctioned by the Government of India. The work is in hand.

Frontier Railway Surveys (Standard gauge).

12. These schemes naturally divide themselves into those that flank the Indus and those that cross it.

*Taking the latter first, the surveys and explorations of 1890-91 when put on paper and exhaustively discussed with the military authorities reduced the problem for bridging the upper Indus to four practicable schemes, viz., Khusálgarh, Kalabagh, Dera Ismail Khan, and a position not yet surveyed in the neighbourhood of Dera Ghazi Khan. Broadly put, the cost of each scheme increases as we descend the Indus by equal increments from Rx. 250,000 at Khusálgarh to Rx. 1,250,000 at Dera Gházi Khan. The two upper schemes are rejected by military opinion as too near the existing bridge at Attock, and the two lower, according to technical opinion, are too costly and of too dubious a measure of expediency and safety to be lightly undertaken.

The consensus of opinion finally arrived at proposes to narrow the Indus near Dera Ismail Khan to a gut some 3,000 feet wide that would be favourable for bridging, to protect the flanks of the gut with stone, and to establish a steam ferry there. Apart from the floating and ferry plant, the project submitted in November 1891 was to cost about 15 lakhs if the freightage of stone by railway were done at cost price, and probably 20 lakhs if tariff rates were exacted. The scheme is now under the consideration of the Punjab Government as regards the effect of the proposed embankments on its revenues. The area affected is some 30,000 acres, of which a considerable part now under irrigation by submergence will possibly have to pass into the condition of irrigation by wells.

It is hoped that a decision will be come to on this project in the next few months, for the works must be executed in a single season from October to April, or a new survey, with perhaps a new site, may be necessary.

With a gut and a steam ferry established, the railway extension to the lower mouth of the Gomal pass can go on as fast as rails, &c., could be supplied. If the Dera Ismail Khan gut proves a success, no serious difficulty in making such another, when required, near Dera Gházi Khan need, it is thought, be apprehended. A very few years' experience will also suffice to determine whether it would be desirable and safe to build a bridge across either gut.

Returning to the Cis-Indus part of the frontier railways, the Míánwáli-Mári line has now been opened northwards to its temporary terminus opposite Kalabagh.

From Mári northward to Attock is an extremely difficult and mountainous country that has necessitated, in the interests of economy, a peculiarly careful survey with many trial lines and alternatives. Dividing the whole length of about 100 miles into four sections, the most northern from Roumia to Basal is definitely fixed, construction has begun, and some seven lakhs have been spent on the works. The best and shortest alignment for the second section has been approved by the Consulting Engineer to the Government of India, and the works, which are heavy, can be commenced as soon as the crops are off the ground. The general alignment of the third section has also been approved of by the Consulting Engineer subject to more exact alignment in detail, and it is hoped that any such specially heavy works on this section as may threaten to take more than a year to execute will be started next winter. The fourth section has had its possibilities reduced to two, and comparative estimates of their respective merits and cost will, it is hoped, be with the Government of India in the early autumn.

The ruling gradient of the whole scheme will be 12 per mile, say 1 in 83·3, with curvature compensated throughout.

Kalka-Simla Railway Survey (2' 6" gauge).

13. A survey has been ordered to the preparation of a fresh project for a railway from Kalka to Simla, which will be quite independent of the existing cart-road. The line is, if possible, to be located to suit a railway on the 2' 6" gauge worked by adhesion, but the investigations are to cover the route for a line worked by any special system of traction that may appear suitable with a view to shortening the distance by bunching the grades and using either inclines of 1 in 12 to 1 in 15 for rack rails, or 1 in 8 to 1 in 10 for rope haulage.

Kashmir Railway Survey (Gauge undecided).

14. This survey is being carried out for a line on either the standard or the metre gauges, and the estimate of a line on each gauge will be prepared.

The aggregate of survey work from the commencement up to June 1891 amounted, when field work was closed, to 131 miles, of which 85, being the section from the North Western railway to Domel, were submitted early in November. The remaining 46 miles, being mostly in unconnected lengths (on the right and left banks of the Jhelum near Baramulla and at Abbottabad), were kept over to be included in this season's work.

An investigation was made of the sharp incline from the Dore river to Abbottabad (1,360 feet rise in 7 miles by the road), and a series of trial levels showed that a line working out to a grade of 1.43 per cent. (1 in 70) could be obtained by a tunnel and some rough hillside work on the south and east of the Sirban mountain.

Field work, which recommenced in October and November, made rapid progress, favoured by remarkably fine weather and the previous season's training of the staff. Three divisions were at first engaged contouring the bank of the Jhelum, in some cases for more than 400 feet vertically, while the fourth worked at the flat and easy 30 miles between Baramulla and Srinagar.

Early in January 1892 the survey along the left bank of the Jhelum was completed into Srinagar, a length of 185 miles, or 25 miles less than General de Bourbel's estimate, and consequently so far a proof of the soundness of the policy of a low level line.

The fall of the river between Rampore and Chakothi was found to be so rapid that with great reluctance a grade of 1.43 per cent. compensated had to be adopted instead of the 1 per cent. grade which rules up to Chakothi.

The survey of the alternative line along the right bank of the Jhelum between Baramulla and Domel was completed early in March. The length of this line is about the same between Domel and Baramulla as that of the left bank route, *i.e.*, 70 miles (76½ miles by road); but, as anticipated, it gives a much safer and cheaper line owing to the flatter slopes of the hills, its southern aspect, which would lessen the liability of the line being blocked by snow, the greater frequency of flat stretches, and the fact that the overhanging hills are much less in height and not so continuous, and that there is sounder ground to work on and greater freedom in location. The cart-road on the left bank has largely absorbed the sound and easy places, and has seriously disturbed the bad ones.

Surveys of 183 miles of line have been made this working season up to 31st March against 63 up to the same date last season. This increase was chiefly due to the much finer weather and to the greater experience of the staff in the peculiar and very difficult work of this survey.

In many places the slopes were so steep that steps had to be cut in the rock, or small platforms had to be made to set the instrument upon.

The aggregate length of survey done this year was 251 miles, which, with 63 done last year, make a total of 314.

In the month of December 1891 a reconnaissance was made from Domel some 30 miles along the Kishengunga to Teetwal, and thence across the Natichena pass (about 10,400 feet) to Sopoora.

The Kishengunga valley for this distance is not nearly so favourable for railway location as the corresponding length of the Jhelum valley, being narrower, with much sharper bends, and with fewer of the plateaux, on which the

line can be cheaply constructed, and at the same time be secure from slips. The slope of the hills from Teetwal to a height of about 9,000 feet is fairly gradual, and would suit a rack railway; for the next 1,400 feet the rise is much sharper, and a tunnel perhaps 8,000 feet long would here be required. An attempt was made to cross the Tootmari pass, which from the map appears to require a shorter tunnel at less elevation, but failed on account of snow and ice. However, the valley leading up to this pass from the Kishengunga side was not nearly so favourable as that to Natichena, being so narrow that the sun could not reach the bottom of it at that season.

In January 1892 the Kunhar valley was explored for some 50 miles above Gurhi Habiboolah, but progress was stopped by snow a few miles above Kagan, at an elevation of 6,900 feet. This valley as far as Balakot, 13 miles above Gurhi Habiboolah, is wide, flat, and easy; beyond that point it narrows, and is not very much better than the Kishengunga; while the rise is much more rapid, averaging 100 feet per mile.

The Babusir pass into Chilas at the head of this valley is said to be easy and well supplied with fodder and fuel, while a road over it to Gilgit would be as short as that from any other probable railway terminus.

In March the road from Hurripur to Torbela was examined, which proved that a line could be made between the two places with even an easier grade than that necessary on the Abbottabad route (1.43 per cent.).

About two-thirds of the length would be a surface line with hardly any earthwork or bridging, while the remaining third would be more expensive along the low slate and boulder cliffs of the Dore and Sirun rivers, but with only one large bridge, namely, that across the Sokha nullah at its junction with the Dore.

Zhob Valley Railway Survey (Standard gauge).

15. The project for this line, which was noticed in the last report, has now been received, and is under consideration.

The total length of line from its junction with the Sind-Pishin railway at Khanai to Murtiza in the Derajat plain at the mouth of the Gomal pass is 267 miles. This length may be divided into two well marked sections, *viz.*, from Khanai to mile 188 near Brunj, which may be considered the easy section, and from mile 188 to Murtiza, a distance of 79 miles, the difficult section. The total cost of the main line works out to Rs. 4,88,95,982, or Rs. 1,83,206 per mile, and a gradient of 1.25 per cent. compensated for curvature has been obtained. The stiffest curve on this line is 6°, or 955 feet radius.

From Kajuri Kach post to Murtiza is the heaviest portion of the line. About 3½ miles below the Kajuri Kach, where the Zhob and the Gomal rivers meet, the hills on the right bank of the Zhob and those on the left bank of the Gomal meet and form a gorge about 150 feet wide with almost perpendicular cliffs, through which the combined rivers force their way under the name of the Gomal river.

The waters in flood are here banked up to a height of 80 feet above low-water level. The line is carried in almost continuous tunnel, gallery, or cutting along the cliff which forms the right bank of the river. Some parts of the cliff face are so precipitous that before construction is attempted a temporary pathway will have to be built out from the face of the cliff on iron supports as a means of communication, as huts and tents can only be located in a few fixed places.

After leaving this gorge, the alignment keeps to the right along the slope of the hills, and at mile 266 sweeps gently to the left and debouches into the Derajat plain at Murtiza station. From thence the country to the Indus extends in one continuous plain. About 20 miles of the heaviest portion of the line are estimated to cost Rs. 3,92,000 per mile.

Oudh and Rohilkhand Railway (Standard gauge).

16. The survey of the extension from Bareilly to Moradabad *via* Rampur was commenced in July 1891. Progress was retarded by excessive rainfall during

August and September, but by the end of October the line was located as far as Rampur, and through to Moradabad by the end of November. The line, 54·72 miles in length, is now under construction.

Eastern Bengal State Railway (Standard, Metre, and Special gauges).

17. Complete surveys were made during the year for metre gauge branches from Bársoi on the Assam-Bihar section to Kissengunge, and from Sultanpur on the Northern section to Bogra. The former branch is now under construction.

The Bogra branch would be about 24·50 miles in length, and has been located through a country devoid of large rivers or other obstacles to the economical construction of the line. Every preparation has been made to allow of the land being acquired rapidly should orders for commencing work be received.

Examination was made of a route for a proposed metre gauge extension of the Dacca section to Jamalpur, and an approximate estimate of the line has been submitted. The length of the proposed route would be about 33 miles, and the country to be traversed is of a very easy character.

Bengal Central Railway (Standard gauge).

18. The proposals for the extension of the Bengal Central railway to Madaripur, and thence to Chandpore to connect with the Assam-Bengal railway, are before the Government of India.

Burma State Railway (Metre gauge).

19. Surveys have been made with a view to improving the alignment of part of the Irrawaddy line. The estimate has been sanctioned, and the work will be put in hand.

The branch from Meiktila road to Meiktila has been reset out, and all preparations made for commencing the earthwork at once as a famine relief work. An extension to Uwabi, a point on the Irrawaddy directly opposite the mouth of the Chindwin, with a branch to Myingyan *via* Mahlaing, seems feasible at a moderate cost, and surveys are now being made for it.

Bombay and South Coast Railway (Standard gauge).

20. Permission was granted to make a survey and submit estimates for a section, 50 miles in length, from Mumbra station on the Great Indian Peninsula railway to Nágothna in the Kolába district. The survey was to be suitable for a railway either on the standard or the metre gauge. The concession was to lapse if the project were not submitted in a complete form by the 31st December 1891. During the year under review plans and estimates for a length of 34½ miles only were submitted—that is, from Mumbra station to the town of Pen—for a line on the standard gauge. The project as finally submitted, however, appeared to require material revision; and as it only dealt with a part of the scheme in respect of which a conditional concession had been granted, the project lapsed on the 31st December 1891.

Nadiad-Kapadvanj Railway Survey (Standard gauge).

21. In last year's report it was stated that a survey of this line was in progress. The survey was completed during the year, and estimates framed for the construction of the line. The estimates worked out to such high figures, 16½ lakhs for a standard and 11 lakhs for a metre gauge line, that even after making certain omissions and reductions it did not appear to Government that the statistics of the traffic likely to be received, which had been collected and tabulated with great care in connection with the general scheme for feeder lines in Gujarát, warranted any immediate action being taken for the construction of this line, while others which promise more favourably remain to be done. Subsequent to the issue of orders to this effect, the Board of Directors, Bombay, Baroda and Central India Railway Company, asked the opinion of Government on a proposal to make a standard gauge line either from Thasra, or Dakor station, on the Godhra branch, to Kapadvanj. Government in reply expressed its opinion that there were several projects to which it desired to give priority,

and that till those projects were carried out, it did not seem advantageous to take any branch to Kapadvanj into serious consideration.

Ahmedabad-Prantij Railway Survey (Standard gauge).

22. This is one of the lines for which the collected and tabulated statistics of the traffic likely to be received by a railway, if made, give the most favourable results. During the year an application was received for a concession for the construction of the line from Ahmedabad to Prantij, with a possible extension to Ahmednagar, upon certain terms which were specified. The Government of India, to whom the matter was referred, expressed its willingness to accept most of the proposals put forward, provided the line was made on the standard gauge, and indicated certain modifications. The question is at present before the promoters. The line will be about 40 miles long to Prantij and about 48 to Ahmednagar. A new survey will probably be necessary before the line can be constructed.

Ahmedabad-Dholera Railway (Metre gauge).

23. The plans and estimates for this railway having been submitted to the Government of India, the syndicate who are promoting its construction were informed at the beginning of the year that Government would be glad to see the line made by a private company from Sábarmati station, Rajputana-Malwa railway, to the port of Dholera. The line would be on the metre gauge, and about 78 miles in length. The promoters were informed that as the domicile of the proposed company would apparently be in England, they should submit their proposals direct to the Secretary of State. They were further informed that the concession would remain open till the 31st December 1892, but that if work had not commenced before that date, the concession was liable to be withdrawn. Since the issue of these orders nothing further has been heard of the scheme.

Surat-Songad (now Tápti valley) Railway Survey (Standard gauge).

24. During the year this railway and the forms of it known as Surat-Bardoli and Surat-Nandurbár railways have all been merged into the larger scheme of making a line on the standard gauge from Surat station on the Bombay, Baroda and Central India railway up the valley of the Tápti river, joining the Great Indian Peninsula railway at or near Jalgaon station, with a connection between Amalner and Dhulia. Both the Great Indian Peninsula and the Bombay, Baroda and Central India Railway Companies have made proposals concerning this line, or parts of it, during the year. Nothing has as yet been decided as regards its construction or its ultimate division between the two railways; but the Great Indian Peninsula Railway Company has been authorized to make a survey from Manmád *viâ* Dhulia and Amalner to Jalgaon, and the Bombay, Baroda and Central India Railway Company is proceeding with a survey from Surat *viâ* Nandurbár to Amalner. These surveys are now in progress. The total length of line would be a little over 250 miles.

Madras-Gúdúr and Nellore-Guntúr Railway Survey (Standard gauge).

25. The plans and estimates for these lines have been laid before the Government of India. The total length from Madras to Bezváda, including a branch to Guntúr, is 285 miles, estimated to cost 260 lakhs. Proposals have been made by the Madras Railway Company for constructing and working this length.

Bezváda-Masulipatam Railway Survey (Standard gauge).

26. In last year's report reference was made to the proposal to make a branch, 50 miles in length, from Bezváda to Masulipatam, the branch to be worked as an integral portion of the Southern Mahratta railway system. The subject has been under correspondence during the year under review; the latest suggestion was to make the branch on the standard gauge as a part of the East Coast railway, to terminate the Bellary-Kistna section of the Southern Mahratta railway at Guntúr, to convert the section from Guntúr to Bezváda, 19 miles, to the standard gauge, and to transfer it from the Southern Mahratta Railway Company.

Accordingly the survey for this line was completed by the Madras Railway Company in April 1891. The results of the survey, together with the plans and estimates, have been forwarded for the consideration and orders of the Government of India. The original survey was for a standard gauge line, but estimates were also ordered by the Government of India for a line on the mixed gauge. The estimate for the standard gauge line amounts to Rs. 41·39 lakhs, or an average rate of Rs. 82,775 per mile, and for the mixed gauge to Rs. 53·12 lakhs, or Rs. 1,06,241 per mile.

Pálghat-Kurrapatnam Railway Survey (Standard gauge).

27. The survey for a branch line from Pálghat through Trichur to Kurrapatnam at the head of the Cochin back-water was approved, and funds were provided from provincial revenues. The survey was completed in December 1891. The length of the extension is $60\frac{3}{4}$ miles, and includes a tunnel of nearly $2\frac{1}{2}$ miles long through the western gháts.

Cuddalore-Pondicherry Railway Survey (Metre gauge).

28. The plans, sections, and estimates have been completed and forwarded to the French Government.

Tinnevelly-Quilon Railway (Metre gauge).

29. Negotiations are proceeding for the construction of the line by a company to be formed in London. The Travancore state undertakes to guarantee 4 per cent. on the capital required for the portion in its territory, the surplus profits, if any, being divided between the Sirkar and the company in the proportion of $\frac{3}{4}$ and $\frac{1}{4}$ respectively. No guarantee will be given on the portion in British territory, the company taking the net receipts. The contract has, however, not yet been signed.

Warangal-Chanda Railway Survey (Standard gauge.)

30. At the request of His Highness the Nizam's Government, an officer was placed at its disposal to investigate the route for a railway from some point near Kazipet station on the Nizam's Guaranteed State railway to Chanda, a town in the Central Provinces just beyond the frontier of the Hyderabad state, passing through Karimnagar and Hanamkonda.

A survey has been made of the portion of the line between Kazipet and Karimnagar, and a reconnaissance of the remaining portion from Karimnagar to Chanda. These investigations show that the line to Karimnagar can be constructed at moderate cost.

The direct route cannot, however, be adopted owing to the country being covered by numerous tanks, which on account of the periodical bursting of their bunds would render the line costly to construct and difficult to maintain. A ruling gradient of 0·75 per cent. can be obtained. This part of the country is said to be open, undulating, and well cultivated. A rock crossing of the Godávári has been chosen, where the river is 2,800 feet broad, and a high and permanent island exists in the middle of the river. From the Godávári to Chanda the country is sparsely inhabited, and for a great portion of the way covered by scrub jungle and the ground very broken. Two passes, the Bhogoogaon and Lakarkot, will require heavy rock-cutting and much curving of the line to attain the desired elevation, but no tunnelling will be necessary.

The Gaekwar's Railways.

31. His Highness the Gaekwar desired that plans and estimates should be got out for a line leaving the Gaekwar's Dabhóí railway near Vishvámíttri and going *viá* Ajwa to Khakria. It was pointed out that a line in this direction would be nearly parallel to a chord line joining Baroda and Godhra, which would necessarily be on the standard gauge. The Darbar thereupon requested that estimates might also be got out for an alternative line north of Baroda to Khakria, which might be so located as to form part of the chord line when made. These

estimates were duly prepared and forwarded to the Darbar, the mileage rate for the standard gauge being Rs. 64,190, exclusive of rolling-stock, and the length about 22 miles. The Darbar then offered to construct that portion within Baroda limits on certain terms; but as, in the meantime, the Directors of the Bombay, Baroda and Central India Railway Company had approached the Secretary of State with a view to constructing the whole of the chord line, the matter is still under consideration.

Proposals were also put forward by the Darbar for certain surveys of extension in connection with the Mehsána-Pátan branch, *i.e.*, from Manúnd road to Chansama, and on to Harij, or from Harij to Pátan. An alternative route from Patan *via* Chansama to Harij was suggested by the Bombay, Baroda and Central India railway authorities, and their suggestion is now before the Darbar. The length of the branch or continuation would be about 20 miles.

Bhávsnagar-Gondal-Junágarh-Porbandar Railway (Metre gauge).

32. During the year the plans and estimates for the branch from Jetalsar junction to Rájkot were submitted, sanction was accorded to the construction of the branch, and work has been commenced on it. The length of the branch is 46 miles; its estimated cost, exclusive of rolling-stock, is Rs. 16 lakhs. The necessary funds are being provided by the states of Junágarh, Jetpur, Gondal, and Rájkot.

Railway in Cutch.

33. During the year Government received information that His Highness the Rao of Cutch was contemplating the construction of about 40 miles of line from Mándvi to Bhúj, but the project is as yet merely in the initial stage.

CHAPTER IV.

Collieries.

Kurhurbaree and Serampore Collieries.

These collieries are worked in connection with the East Indian railway, and the entire supply of fuel for the railway system is drawn from them.

The total output for the year 1891-92 amounted to 331,064 tons against 331,950 tons in the previous year.

The cost of the output averaged Rs. 1-9-6 against Rs. 1-11-3 per ton at the collieries.

The outturn of coke amounted to 27,971 tons. Of the 128 coke ovens sanctioned, 48 have been erected at Serampore and 20 at Kurhurbaree.

The fire at shaft 11 A., Serampore, is well under control.

At shaft 23 D., Kurhurbaree, the electric light was installed, and has worked well.

Three fatal, 22 serious, and 98 slight accidents occurred during the year.

The health of the work people was fairly good, but an outbreak of cholera occurred in May, causing 20 deaths out of 31 seizures.

The total population at the collieries consisted of 8,439 persons, of whom 21 were Europeans.

The capital outlay on the collieries to the 31st March 1891, when adjusted, amounted to Rs. 7,82,576, and the expenditure during the year to Rs. 7,747, the total outlay to the 31st March 1892 being Rs. 7,90,323.*

Eastern Bengal State Railway.

2. Arrangements were made with a Calcutta firm for a small consignment of 100 tons of Dooars coal from the Darjeeling coal fields between the Lisie and Rampthi rivers for experimental purposes, but difficulties were met with, and the coal had not come to hand at the end of the official year. Intimation has been received that it may be expected before the commencement of the next rains.

The coal so far met with, seems to be very friable. The strata are reported as much disturbed, thin, broken, and of a sandy character, causing frequent landslips under the heavy rain of the district.

It seems doubtful whether the field can be developed without very considerable expenditure.

Petroleum in Assam.

3. In addition to the first well put down at Digboi near the station of that name on the Dibru-Sadiya railway, two other wells were bored during 1891 near the same spot, but abandoned, at 720 feet and 648 feet respectively, on account of the 'caving-in' of the strata passed through. The latter of these wells gave small quantities of oil; the former only mere traces.

A fresh boring, which is being put down at Makum, reached a depth of 350 feet.

The first well yielded 1,429 maunds of oil of a market value of Rs. 2,858.

Makum Colliery.

4. The total output during 1891-92 was 162,213 tons against 147,683 tons in the previous year, showing an increase of 14,530 tons.

Warora Colliery.

5. The total output during the year 1891-92 was 123,432 tons against 142,673 tons in the previous year, or a decrease of 19,241 tons. This

* This outlay is made up of the purchase money, Rs. 3,05,154, which represented half the original cost of buildings, plant, &c., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from the 1st January 1880.

decrease was mainly due to a scanty cotton crop, and the consequent falling off in the demand from the mills. The quantity of coal sold during the year to the Great Indian Peninsula railway was 78,662 tons. The approximate receipts from the sale of coal, &c., amounted to Rs. 5,18,000 and the approximate expenditure to Rs. 4,28,000, thus showing a net gain of Rs. 90,000, or a return of 5·82 per cent. on the capital outlay against 11·70 per cent. in the previous year.

Borings were pushed on during the year to explore the field to the south and east, but progress was delayed for want of tubes to line the holes.

Coal was struck at bore-hole H-2 at a depth of 500 feet to bottom of two seams. It is hoped that the explorations of the field now in progress will soon afford the information necessary to admit of the positions of the two proposed shafts being decided on.

An air-compressor and a Stanley heading machine were procured with the object of opening out workings to the 'dip,' and south of the present workings, where further advance is now stopped by a down-throw fault.

On the transfer of the working of the Wardha Coal State railway to the Great Indian Peninsula Railway Company, a length of about 2 miles of line was retained by the colliery as sidings connecting the different pits with the railway station at Warora. These sidings are maintained by the colliery. The only rolling-stock in the possession of the colliery are a few low-sided wagons and two shunting engines, which are used for colliery purposes. All other stock was handed over to the Great Indian Peninsula Railway Company on transfer of the line.

Fire-bricks of good quality were manufactured from the fire-clay obtained from the mines. There is a considerable demand for this class of goods in the neighbourhood; and as they can be supplied at a much lower price than English fire-bricks, it is likely that they will command a large sale. During the year 4,077 tons of fire-clay were raised. The analysis of the clay is as follows:

Sand	29·80
Silica combined	33·20
Alumina	25·70
Oxide of iron	0·52
Lime	0·75
Magnesia and alkalies	0·55
Water and loss	9·48
Total	100·00

Four fatal and 22 serious accidents occurred during the year.

The capital outlay on the Warora colliery to the 31st March 1891, when adjusted, amounted to Rs. 15,41,759, the approximate expenditure during the year to Rs. 3,900, making a total outlay to the 31st March 1892 of Rs. 15,45,659.

Mohpani Colliery.

6. The Mohpani colliery is worked by the Nerbudda Coal and Iron Company.

The output during the year 1891 amounted to 12,722 tons against 5,529 tons in the previous year. Of the output during 1891, 573 tons were from the Helen pit, 10,821 tons from the south river workings, and the balance from the old fire workings.

A small new area of No. 1 seam was proved through a fault a little to the north-east of the Helen pit, but its extent remains to be determined. No. 14 bore hole, which was taken to a depth of 478 feet last year, and in which a seam of coal 14 inches thick had been met at 404 feet, was enlarged to 6" diameter to a depth of 274 feet in case it should be necessary to sink it deeper. An American boring rig was obtained and operations were commenced 380 feet to the east of No. 14 boring to prove the continuation and possible thickening of the seam met with in that boring. Owing to running sand having been met with, two bore holes, which had attained depths of 110 and 167 feet, had to be abandoned. A third was started, but coal had not been met at the depth reached.

by the end of March, *viz.*, 182 feet. It may be mentioned that with the American rig the boring was carried a depth of 27 feet in one day, and several times a depth of 17 feet was bored through hard conglomerate.

A boring, No. 24, was put down in a new field about $2\frac{1}{4}$ miles to the west of the present concession of the Company with satisfactory results. At a depth of 40 feet from the surface a seam of coal 20 feet thick was met. It contains a band of splinty coal about one foot thick, but the remaining thickness was apparently of good quality.

The boring was being continued, and the depth reached was 96 feet. Should the seams correspond with those at Mohpani, another seam should be reached at 120 feet, and a third at 224 feet. A second boring, No. 25, was commenced 600 yards north-east of No. 24, and at 20 feet depth trap rock was met. A third boring, No. 26, was started between Nos. 24 and 25, and so far it has been carried through hard sandstone. Until more borings are put down, it is impossible to define the extent of the new field, but the fact of having proved a seam of 20 feet in thickness promises well, and it is not improbable that further explorations may prove an extensive area.

The sales and consumption at the colliery were as follows :

	Tons.	Rs.
Sales	10,930	91,539
Colliery consumption	1,662	13,872
Stock on hand	130	1,089
TOTAL	12,722	1,06,500

Fourteen slight accidents occurred during the year.

The capital outlay on the Mohpani colliery to the 31st December 1890 amounted to £120,048, the expenditure during the year 1891 to £2,104, making a total outlay to the 31st December 1891 of £ 122,152.

Umaria Colliery.

7. The total output during the year 1891-92 was 70,031 tons, of which 52,093 tons were large coal and 17,938 tons small coal. The output during the year was short by 5,781 tons of that of the preceding year. The falling off was due to the difficulty in obtaining labour.

The whole of the large coal was sold to the various railways and other customers which deal with Umaria, but only 8,478 tons of small coal, including washed nuts, were sold. There is practically no demand for the small coal obtained from screenings, and, in order to secure a sale, it has to be 'washed.' By this process the dust and impurities in the shape of iron pyrites are removed, and the coal is then classed and sold as 'washed nuts.' The quantity of this class sold during the year amounted to 7,988 tons.

The approximate receipts during the year amounted to Rs. 2,80,158 and the approximate expenditure to Rs. 2,58,000, showing a net gain of Rs. 22,158, equivalent to a return of 2.19 per cent. on the capital outlay against 10.07 per cent. in the previous year. This falling off is attributable to a smaller output, to the reduction in price of large coal made to the Indian Midland railway, so as to secure the custom of that Company, and to the reduced price at which washed nuts were sold to all railways. Steps have been taken to increase the output, and it is expected that the return on the capital during the current year will show improvement.

There were 1 fatal, 16 severe, and 17 slight accidents at the colliery during the year. Every precaution is taken to prevent them; but as the labourers are unaccustomed to pit work, their inexperience causes accidents to occur which would not otherwise happen.

The capital outlay on the Umaria colliery to the 31st March 1891 amounted, when adjusted, to Rs. 9,28,315, the expenditure during the year to Rs. 84,000, making a total outlay to the 31st March 1892 of Rs. 10,12,315.

Eeb Coal Explorations.

8. No further development of the Eeb coal field has taken place during the year. The trial shaft that had been sunk held so much water as to require

steam pumping to clear it. The amount of money available being limited, it was decided not to purchase a pump specially for this work, and it was arranged that one of the pumps in use at the Saranda tunnel, under construction on the Bengal-Nágpur railway, should be sent to the coal field as soon as available from the tunnel. The pump has now been delivered at site, and is being put into position ready to clear the shaft of water.

Of the sum of Rs. 5,000 sanctioned by Government for the exploration of the field, Rs. 4,539 had been expended up to 31st March 1892 in sinking the shaft.

Daltonganj (Palamow) Coal-field.

9. The borings ordered in this field to ascertain its economic character were put down in 1890-91, and resulted in verifying the existence of two workable seams. Sixteen borings were made over a considerable area with the result of showing the upper seam to be from $7\frac{1}{2}$ to 13 feet in thickness and the lower from 28 to 4 feet, apparently thinning out at the edges. There are also other seams, which appear, however, to be of little economic value.

The available quantity of coal in the upper seam may be safely put at over $8\frac{1}{2}$ million tons, which, at an annual output of about 150,000 tons, would give a supply for sixty years in the Rajera coal field alone.

The coal resembles Bengal coal, gives little flame, and burns with an intense red heat with scarcely any smoke. From carefully conducted trials on the East Indian and Oudh and Rohilkhand railways, its consumption may be put down at about 35 to 38 lbs. per train-mile, some samples showing even better results.

A project for a line of railway from Moghal Sárai to Daltonganj, which is referred to in chapter III of this report, is under consideration with a view to opening the mines and rendering their supplies of fuel available for the railways of northern India.

The cost of getting the coal may be expected to be about Rs. 3-8-0 per ton, including all charges.

Singareni Colliery.

10. The Singareni colliery is worked by the Hyderabad (Deccan) Company. During the year the output met the demands of consumers, and shows a satisfactory increase upon that of the previous year:

	Tons.
1890	125,486
1891	144,668

All the mines which were working in 1890 continued to yield a large output of coal. The seam, which varies from 3 to 6 feet, has not altered in character or thickness. Another new mine was opened during the year on the northern division of the coal field, and is producing excellent coal.

Borings were continued in order to further prospect the field, and these have given satisfactory indications.

The population has steadily increased, and the local people are gradually adopting mining and its subsidiary pursuits as a means of livelihood. The employes were increased by 840 during the year. The number of people of various classes employed was about 2,685.

The health of the work people was fairly good, and the colliery again was happily free from infectious diseases during the year. The water-supply procured from a pure and distant source greatly aided the attainment of this satisfactory result.

Seven fatal and 26 slight accidents occurred during the year.

Dandot Colliery.

11. The total output during the year 1891-92 amounted to 72,239 tons against 38,817 tons in the previous year, thus showing an increase of 33,422 tons.

The approximate receipts during the year amounted to Rs. 5,99,261 and the approximate expenditure to Rs. 5,32,329, showing a net gain of Rs. 66,932, equivalent to a return of 14·93 per cent. on a capital outlay of Rs. 4,48,207. The profits on the undertaking from the commencement of operations to end of 1891-92 credited to the block account amount to about Rs. 1,81,186, leaving only Rs. 2,67,021 at the debit of the colliery.

Satisfactory progress was made with the main mine during the year. The sandstone masonry barrels, which have now been standing for more than a year, have proved a great success, having shown absolutely no signs of failure.

The system of working this mine by petty contract, which was introduced in the latter part of 1890, has proved most advantageous. In order to reduce the cost, improve the quality, and ensure a regular supply of coal, it is necessary to avoid carriage by pack animals, as far as possible, by extending the inclines and tramways. A third incline and about a mile of tramway have been sanctioned, and it is hoped the works will be completed by end of June 1892.

The lining of the low level tunnel with good sandstone masonry was continued up to chain 948, approaching the proposed "goaf" road to the main mine. Beyond this the tunnel was continued as an ordinary timbered drift up to chain 1,000.

The high level tunnel, or main travelling way, was maintained in good working order. All the other outcrop mines at Dandot are doing well and giving no trouble. They are now capable of being worked up to a larger output if required. The Pidh mines continue to maintain the character of being the best mines at Dandot, but the want of carriage is a drawback, and tram lines alone will enable them to be worked to their full capacity.

Six fatal, 19 serious, and 21 slight accidents occurred during the year.

Coal Field at Bhaganwala (Salt range).

12. The existence of coal at Bhaganwala, a small village on the south side of the salt range, about ten miles north-west of Jelalpore, and about 17 miles north-east of Dandot, was known as far back as 1846. Small quantities have been mined there from time to time, and recently some has found its way as far as the Jammu market.

The outcrop lies in the ravines between the villages of Ara and Bhaganwala, 2,200 feet above sea level, and about 10 miles from the Haranpur station of the North Western railway, and extends for some five miles along the southern scarp of the Ara plateau. There is another outcrop in the northern scarp three miles distant, and an outcrop twelve miles distant is also reported. The seam has been proved to be from 48 inches thick to 63 inches thick a short distance inwards from the face.

The coal is reported as a clean, free burning lignite, somewhat friable. Analysis of a sample from the middle of the seam compares favourably with the Dandot coal, it having 10 per cent. more fixed carbon and 6 per cent. less ash.

The area of the field has not been proved, but it has been reported that no faults are apparent, and that the quantity of coal which is readily accessible is probably not less than six million tons, exclusive of slack and waste.

Small contracts for a few hundred tons monthly have been entered into by the North Western railway, and it is intended to take steps to prove and, if found advisable, to develop the mines. The Manager, North Western railway, estimates that if the mines are adequately opened, an output of 100,000 tons of steam coal may be looked for by the third year of working at a cost of Rs. 5 per ton.

Khost Colliery.

13. The total output during the year 1891-92 amounted to 12,383 tons against 13,196 tons in the previous year, giving a net decrease of 813 tons.

The approximate receipts during the year amounted to Rs. 1,54,722 and the expenditure to Rs. 1,49,910, thus showing a net gain of Rs. 4,812, equivalent to a return of 3·52 per cent. on a capital outlay of Rs. 1,36,530. The profits realised on working and credited to the block account from the commencement of operations to end of 1891-92 amounted to Rs. 73,169, leaving a net debit of Rs. 63,361 only against the block account on that date.

The fan which was erected at the mouth of No. 1 adit is now working, and a great improvement was effected by it in the ventilation of Nos. 1 and 3 adit workings. No. 4 adit workings are also well off in this respect. Natural ventilation will answer for a time in these workings, but it may be necessary to put up a small furnace here before the workings can be connected with those now ventilated by the fan.

The Takrai workings have been doing fairly well, and the Killa Wakin Khan mine was re-started. The outcrop coal at the latter for some depth is very dirty and is not worth getting, but the coal coming from the low tunnel is of very good quality.

A bungalow was built for the Assistant Mining Overman, and three powder magazines have been erected near the mines. Three coke ovens are also being constructed on the principle of the ovens employed at the East Indian railway collieries for experimental coking.

Two serious and one slight accidents occurred during the year.

The sanitary condition of the environs of the colliery was fair throughout the year, and the health of the work people remained good.

Quetta Coal-fields.

14. The coal fields east of Quetta were worked to a very considerable extent during the year by private agency under agreement with Government. About 1,20,000 maunds were brought into Quetta, and materially aided in keeping down the price of fuel. The dust coal, of which there is a considerable quantity, was used principally in burning bricks in Bull's patent kilns. The result has been most satisfactory, and has reduced the cost of first class burnt bricks to Rs. 17 per thousand. One of the holders of the coal mining concessions has arranged to still further utilize the dust, and therefore add much to the usefulness of the coal, by getting out from England machinery for the manufacture of fuel in blocks.

Khattan Oil Works.

15. The supply of oil from Khattan to the Chaman extension railway was brought to a close this year, the total quantity despatched from the beginning having been 399,600 gallons. As the old wells from which this supply was obtained showed signs of exhaustion, a trial boring was put down at Wazi, 9 miles up the valley, where shows of oil had been discovered. This boring reached a depth of 740 feet without coming upon oil, and was therefore abandoned. Another boring, which reached a greater depth, viz. 1,338 feet, than has ever been managed in Baluchistan, was put down in the Siah Kuch plain, 2 miles above Khattan, but was given up as slight shows of oil only were met at certain depths.

On receiving a report on the exhaustion of the existing wells and on the trial borings for other supplies of petroleum, the Government of India ordered the final abandonment of Khattan. The plant is therefore being removed to the nearest railway station for disposal, with the exception of one set of boring tools, engines, &c., which is required for a trial petroleum boring now to be put down at the Chapper rift.

16. The statement on the next page shows the quantity in tons of coal produced in India during the last twelve years.

Statement showing the quantity in tons of coal produced in India during the last twelve years :

PROVINCES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
Bengal ...	988,565	930,203	1,038,872	1,200,957	1,257,392	1,123,700	1,186,802	1,319,090	1,380,594	1,541,356	1,626,245	*1,537,175
Punjab ...	...	...	...	...	...	...	...	7,523	11,249	22,835	40,677	60,714
Central Provinces	31,228	67,527	91,370	115,019	121,833	119,116	117,287	128,981	157,768	144,465	137,022	141,736
Assam ...	...	...	...	...	16,493	43,707	70,859	89,302	101,528	116,676	145,708	154,208
Central India	...	...	...	...	2,100	7,698	13,539	15,497	41,530	52,956	77,842	69,741
Nizam's Territory	...	...	...	...	...	...	...	3,259	13,332	59,646	125,486	144,668
Madras ...	...	...	...	...	...	...	...	...	...	..	...	70
Baluchistan	...	....	...	...	...	...	...	411	2,802	7,420	15,541	10,368
TOTAL	1,019,793	997,730	1,130,242	1,315,976	1,397,818	1,294,221	1,388,487	1,564,063	1,708,903	1,945,354	2,168,521	2,118,630

* Figures reported up to date. All returns not received.

CHAPTER V.

Stores and Rolling stock (Capital).

STORES.

Expenditure in England.—The total expenditure on state railway stores contracted for in England through the agency of the India Office during the calendar year 1891 was—

	£
A.—Iron bridgework	118,688
B.—Engineers' plant	11,268
C.—Workshop machinery	1,722
D.—Permanent-way	259,674
E.—Locomotive and rolling stock.	164,798
F.—Station materials and fencing.	30,736
G.—Tools and stores	93,424
TOTAL .	£680,310

2. *Expenditure in India.*—The stores purchased locally by the Port storekeeper, Calcutta, and the Marine storekeeper, Bombay, amounted to Rs. 6,04,671 and 13,675 respectively.

3. *Cost of establishment at ports.*—The cost of the establishment maintained at Calcutta and Bombay was—

	Rs.
Calcutta	21,378
Bombay	1,750
TOTAL .	23,128

4. *Ships employed.*—The number of ships employed in bringing state railway stores, including stores procured for native state lines during the calendar year 1891, was—

	No.	Tons.	Approximate value of stores received at each port. Rs.
To Bombay	52	1,693	4,16,685
„ Calcutta	87	11,252	13,91,924
„ Kurrachee	76	33,638	50,38,663
„ Rangoon	32	9,058	14,24,913
„ Cocanada	25	27,147	29,15,809
„ Vizagapatam	2	3,655	2,86,723
„ Masulipatam	5	1,002	57,983
TOTAL .	279	87,445	1,15,32,700

5. In 1891-92 the S.S. “*Drumbarlie*” was lost at sea. It contained stores for the Bhavnagar-Gondal-Junagarh-Porbandar, Wardha Coal, and the North Western railways aggregating in value £2,488. The stores have been replaced by the India Office.

6. The value of imported stores held in reserve at Calcutta on the 1st January 1891 was Rx. 6,189 and the balance at the close of 1891 was Rx. 6,042, showing a decrease of Rx. 147.

ROLLING STOCK.

7. Statement No. 5 on pages 54 to 57 gives details of the number of locomotives and vehicles on the standard and metre gauge railways at the end of 1890 and 1891; also the total capital cost of the stock.

Fittings for Lushai and Collis' dandies.

8. Sanction was accorded to 5 per cent. of the third class ambulance carriages on the standard gauge lines in India being provided with fittings for Lushai and Collis' dandies. The work is in progress.

Rolling stock adapted for military purposes.

9. Sanction was given in January 1892 to hooks being affixed for the more convenient carriage of soldiers' rifles to 105 second class, 61 intermediate class, and 748 third class carriages on the East Indian railway, the work being done gradually as the carriages come into the workshops for ordinary repairs.

During the year 23 additional coaching vehicles were fitted with rifle racks on the Great Indian Peninsula railway. The following gives the number of vehicles now fitted for military purposes of all kinds :

- 2,832 open goods wagons suited for carrying guns.
- 50 open bogie wagons suited for carrying heavy guns.
- 1,502 covered goods wagons for carrying horses.
- 29 coaching vehicles fitted with ambulance appliances.
- 73 coaching vehicles fitted with rifle racks.

There are on the North Western railway 348 four-wheeled and 65 bogie carriages fitted up for ambulance purposes. Of the goods stock, 4,029 covered wagons, 148 open high-sided wagons, 85 platform wagons, and 1,195 low-sided open wagons are adapted to military requirements.

Two trucks have been fitted up for the carriage of elephants, and experiments have been made by the military authorities at Ráwalpindi to determine the suitability of the vehicles for the purpose.

The trucks were found unstable, and will have to be weighted to make them steadier.

On the Oudh and Rohilkhand railway the carrying capacity of 35 covered goods wagons fitted for the conveyance of horses has been raised from six horses or eight ponies to eight horses or ten ponies. Three hundred and eighty-four wagons remain to be similarly altered.

There are 15 ambulance third class carriages on the Bombay, Baroda and Central India railway.

The following wagons are fit for military purposes :

- 1,529 covered goods wagons Z
- 105 covered goods wagons Y

} for carrying horses.

- 1,322 open wagons are not specially built for military purposes, but suitable for carriage of most military stores.

The following military stock has been erected on the Bengal-Nágpur railway :

- 23 ambulance carriages,
- 240 covered goods wagons to carry horses and ponies,
- 320 low and medium-sided wagons for carrying guns.
- 60 hopper wagons suitable for carrying guns.
- 40 ballast wagons for carrying guns.
- 4 horse boxes.

The undermentioned military stock is under erection, *viz.* :

- 92 covered goods wagons to carry horses and ponies.
- 134 hopper wagons suitable for carrying guns.
- 15 ballast wagons suitable for carrying guns.

leaving the following military stock still to be erected :

- 624 covered goods wagons.
- 6 horse boxes.

On the Madras railway 28 third class carriages, or 8 per cent. of the total sanctioned number of vehicles of this class, have been fitted up as ambulances with end doors and also large double doors in the sides, and the seats and

fittings have all been made moveable. The following vehicles are also adapted for military purposes :

Class of vehicles.	Total stock running.	Number adapted for military purposes.	REMARKS.
Covered goods wagons	896	877	Fitted to carry horses.
Cattle wagons	50	50	Fitted to carry horses.
Open wagons	1,753	1,753	Suitable for the carriage of artillery.

No progress has been made on the Rajputana-Malwa railway in the matter of fitting rifle racks, but during the year seven bogie carriages, 38 feet long, for ambulance purposes have been in hand. These are being built to latest approved designs, and are provided with every convenience possible. When not in use for ambulance purposes, they will run as ordinary third class passenger carriages.

The following vehicles suited for military purposes are running on the Southern Mahratta railway :

Coaching stock—

Composite bogie, 1st and 2nd class	12
Composite ordinary, 1st and 2nd class	14
Second class carriages	36
Third class bogie carriages	42
Third class ordinary carriages	122

The above vehicles have been fitted with arm racks.

Ambulance third class carriages	3
Horse boxes	36

Goods stock—

Medium-sided wagons	102
Low-sided wagons, iron	765
Low-sided wagons, 6-wheeled	2
Low-sided wagons, with wooden sides	33
Low-sided wagons, military type	53
Covered goods wagons for carrying horses	100

On the South Indian railway 178 third class carriages are fitted with racks for rifles and 15 are adapted for ambulance purposes. The following vehicles are also suitable for military purposes :

Class of vehicles.	Total stock running.	Number adapted for military purposes.	REMARKS.
Covered goods wagons	1,715	1,715	Of these 172 are adapted for carrying horses.
Open-medium or high-sided wagons	813	813	
Ballast or low-sided wagons	504	504	

On the Bengal and North Western railway the 20 third class carriages now under construction are being fitted to carry rifles under the seats.

On the Burma State railway there are 390 ballast wagons with drop ends for carrying artillery. There are also 20 with bolsters known as rail wagons similarly fitted.

Of covered goods wagons completely fitted for carrying horses and ponies, there are 123, as follows :

50 covered goods wagons, 25 feet long (bogie wagons).

23 covered goods wagons, 18 feet long (bogie wagons).

50 covered goods wagons, 15 feet 6 inches long (bogie wagons).

There are also 25 bogie wagons, 25 feet long, built high enough for carrying horses, and all the new covered goods wagons are being similarly built in accordance with Government of India orders. These only need breast-bars and other fittings to be put in if ever required for military purposes.

Of third class carriages for ambulance with end doors and side doolie doors there are 71. Of these three have brakes.

Sanction has been given to the fitting of the third class carriages of this line with rifle racks.

Brakes.

10. During the year under review the Government of India, upon the recommendation of the Committee of Locomotive and Carriage Superintendents in India, ordered the general adoption on all standard gauge state railways of a uniform pattern of connections for the vacuum brake, and suggested the adoption of the same by all guaranteed and other railway companies.

On the East Indian railway it has been arranged to gradually fit 116 engines and 1,559 coaching vehicles with the vacuum automatic brake.

On the Great Indian Peninsula railway the number of coaching vehicles fitted with the automatic vacuum brake during the year was 99, and the total stock now fitted is as follows :

Locomotives	63
Vehicles	166

The Great Indian Peninsula Railway Company have also agreed to fit up the joint stock of that line and the East Indian railway with the vacuum automatic brake.

On the North Western railway the fitting of vacuum automatic brakes to the rolling stock is well in hand. Six hundred and seventy-four vehicles and 72 engines were provided with this brake during the year. A further estimate amounting to Rs. 1,08,333 has been sanctioned for fitting up 65 main line engines with the vacuum brake for working the passenger service on the Peshawar-Gházíabad section, and an indent for the material is under compliance from England.

An indent was forwarded to England during the year for automatic vacuum brake gear for 15 locomotives, 12 brake vans, and 100 carriages on the Oudh and Rohilkhand railway.

The whole of the Bombay, Baroda and Central India Railway Company's coaching stock is fitted with the simple vacuum brake, but sanction has been accorded to an estimate for converting these brakes into the vacuum automatic, and the necessary material has been ordered from England.

None of the rolling stock belonging to the Madras Railway Company is fitted with any form of continuous brake.

None of the stock on the Rajputana-Malwa railway is fitted with the vacuum automatic brake.

The following stock is being fitted with the vacuum automatic brake gear on the standard gauge section of the Eastern Bengal State railway :

Engines	11
Coaching vehicles	100
Brake vans	12

No metre gauge engines or vehicles have yet been fitted with the vacuum automatic brake on the metre gauge section, but in December 1891 sanction was accorded to 12 engines and 100 coaching vehicles of the Northern section being so fitted.

No vacuum automatic brakes have been fitted to the stock running on the Southern Mahratta railway, but 3 locomotives and 15 coaching vehicles were fitted with the Westinghouse brake.

There has been no alteration in the brake gear in use on the South Indian railway, but proposals are being made to introduce the automatic vacuum brake on the suburban trains.

Two hundred and thirty-one wagons have been provided with brake gear on the Burma State railway.

Screw brakes were fitted to the rolling stock on the Dibru-Sadiya railway, no other brakes having been introduced.

Sanction has been given to the fitting with the vacuum automatic brake of two out of the four carriages reserved for His Excellency the Commander-in-Chief.

The remaining two of His Excellency's carriages, as also the carriages used by the Honourable Members, are to be fitted with piping only.

Couplings.

11. Expenditure has been agreed to for providing the joint stock of the East Indian and Great Indian Peninsula railways (amounting to 36 vehicles) with couplings at each end.

The whole of the coaching stock of the Great Indian Peninsula railway is fitted with screw couplings at both ends. The goods stock is fitted with chain couplings, but it has been decided to fit 30 per cent. of this stock with screw couplings, and an indent has been sent to England for 3,500 screw couplings, which will be fitted during 1892.

The whole of the coaching stock on the North Western railway is provided with a screw coupling at each end, and 5,374 goods vehicles out of 9,952 have been similarly fitted.

The whole of the stock on the Oudh and Rohilkhand railway has couplings at both ends.

The whole of the coaching stock on the Bombay, Baroda and Central India railway has screw couplings at both ends. With the exception of pairs of timber wagons, none of the goods stock has been so fitted; but sanction has been received for fitting the whole of the wagon stock with screw couplings, one to each, and it will be so fitted on arrival of screw couplings, which have been indented for from England.

The fitting of flexible buffers and screw couplings (Jones' patent) to the vehicle stock on the Rajputana-Malwa railway, goods and coaching, continued without intermission during the year. There are now 3,264 vehicles fitted, of which 754 were completed during the year.

None of the rolling stock on the Southern Mahratta railway is fitted with double couplings.

The sanction of Government was given in October 1890 to fitting all the Madras Railway Company's stock with two couplings. This work was commenced on the 1st April 1891, and up to the 31st December 358 vehicles were completed.

The couplings in use on the South Indian railway are being replaced by Jones' flexible buffers, 500 sets of which are expected to arrive shortly from England. The whole of the stock of the Villupuram-Guntakal railway is fitted with them, and also the following vehicles belonging to the South Indian railway:

Coaching vehicles		150
Goods vehicles.		2

The whole of the coaching stock on the Burma State railway and nearly all the goods has now had its couplings and buffers converted to Jones' system. The work has been going on for some three years, and now there are only a few wagons left unconverted, and they are in the shops.

Centre buffer and hook couplings were fitted during the year under review to the rolling stock on the Dibru-Sadiya railway. No other couplings were introduced.

Committee of Locomotive and Carriage Superintendents in India.

12. In July 1891 the Government of India sanctioned the constitution of the Committee of Locomotive and Carriage Superintendents for India on a permanent footing.

It is expected that the work of this committee will lead to valuable results in the direction both of increased efficiency and economical working of Indian railways.

The concurrence of the several railway administrations in India has been asked to the rules proposed for dealing with the expenditure that may be incurred in connection with the work of the committee.

Retiring accommodation for females.

13. Statement No. 5-A on page 58 furnishes details of the number of carriages that have been fitted with retiring accommodation for females in order to comply with the requirements of section 64 of the Indian Railways Act, IX of 1890.

Eucalyptus fluid as a disinfectant for locomotive boilers.

14. Further experiments were made on the Eastern Bengal State railway with Eucalyptus fluid manufactured on the spot from leaves obtained from the Saháranpur botanical gardens. The fluid has been pretty extensively used in locomotive engine boilers during the past twelve months, and has given satisfactory results. It has the effect of gradually softening the scale which forms on the barrel, tubes, and fire box; the scale can then be scraped and washed off without difficulty.

On the North Western railway the experiments to grow Eucalyptus on railway land have so far proved unsuccessful.

Indus ferries.

15. Arrangements were made for the establishment of ferry services at the Dera Gházi Khan and Dera Ismail Khan crossings of the Indus at the cost of the Military Department. The ferries will be worked by the North Western railway, and the Punjab Government have agreed to pay that line an annual subsidy of Rs. 5,000 for each crossing to cover the risk of loss in working.

It has been decided to employ eight flats, four for the ferries and four as landing stages; and also to make over to the Manager, North Western railway, the flats *Katabag* and *Attock*, formerly attached to the *Chenab*, to be kept in reserve as trooping flats.

The stores belonging to the last mentioned vessels are also being taken over by the Manager, North Western railway, who will give the Marine Department credit for their value.

The total cost of these ferries debitable to the Marine Department amounts to Rs. 3,09,701 as under:

	Rs.
Two stern wheel steamers	2,22,604
Additions to above	3,823
Four barges, "stern wheelers," to be used for crossing cargo .	44,244
Four 35-ton barges to be used as landing stages	18,000
Gangway, &c.	8,000
Stores required to equip the steamers, including boats, &c. .	7,830
Probable cost of working the two steamers and eight barges from Kotri to Dera Gházi Khan and Dera Ismail Khan	5,200
TOTAL	3,09,701

STATEMENT

Number and value of locomotives and vehicles on the standard and metre gauge

Serial No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		VALUE OF LOCOMOTIVES.		COACHING VEHICLES.		GOODS VEHICLES.	
		On the 31st December 1890. (From statement No. 18, page 91 of last report.)	On the 31st December 1891. (From statement No. 24, pages 111-13.)	Number on the 31st December 1890.	Number on the 31st December 1891.	At the end of 1890.	At the end of 1891.	Number on the 31st December 1890.	Number on the 31st December 1891.	Number on the 31st December 1890.	Number on the 31st December 1891.
	State lines worked by companies.					Rs.	Rs.				
	Standard gauge.										
I	EAST INDIAN	(a) 1,752.43	(b) 1,767.11	576	576	1,33,87,846	(c) 1,33,83,846	1,218	1,218	8,954	8,954
III	BENGAL-NAGPUR	(d) 438.45	(e) 831.58	65	72	(f) 26,96,894	(f) 37,13,568	113	163	1,443	1,945
IV	INDIAN MIDLAND	734.46	734.46	92	92	25,50,574	25,62,009	269	360	1,898	2,152
	TOTAL	2,925.34	3,333.15	733	740	2,36,35,314	2,46,59,423	1,600	1,746	12,295	13,051
	State lines worked by the State.										
	Standard gauge.										
XIX	NORTH WESTERN	(h) 2,477.48	(i) 2,479.97	590	590	(j) 1,33,06,980	1,33,84,957	1,507	1,507	9,811	9,911
XXI	ODDH AND ROHILKHAND	692.55	692.55	156	156	37,28,951	37,28,951	439	459	4,371	4,371
XXII	EASTERN BENGAL (m)	374.30	373.49	98	97	(n)	(n)	411	417	1,864	1,861
XXIV	CALCUTTA PORT COMMISSIONERS'	Information not furnished.		...	...	...	...	...	...	...	...
	TOTAL	3,544.33	3,546.01	844	843	2,20,35,931	2,21,13,908	2,357	2,383	16,046	16,143
	Lines worked by guaranteed companies.										
	Standard gauge.										
XXXV	GREAT INDIAN PENINSULA	(o) 1,446.74	(p) 1,491.75	594	605	(q)	(q)	1,038	1,043	7,753	7,953
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA. (r)	474.25	474.25	127	127	47,00,368	47,00,396	429	428	3,554	3,554
XXXVII	MADRAS	839.30	839.30	151	152	52,22,900	52,31,602	610	629	(s) 2,860	2,870
	TOTAL	2,760.29	2,805.30	872	884	99,23,277	99,31,998	2,077	2,100	14,167	14,377
	Lines owned by native states and worked by companies.										
	Standard gauge.										
L	THE NIZAM'S GUARANTEED STATE. (t)	350.67	350.67	30	46	10,08,225	14,76,875	109	109	654	733
	TOTAL	350.67	350.67	30	46	10,08,225	14,76,875	109	109	654	733
	TOTAL STANDARD GAUGE	9,580.63	10,035.13	2,479	2,513	5,66,02,747	5,81,82,204	6,143	6,338	43,162	44,304

No. 5.

railways, and the rolling stock fitted with continuous and continuous automatic brakes.

CRANES.		BRAKE-VANS.		TOTAL NUMBER OF VEHICLES.		VALUE OF VEHICLES.		TOTAL VALUE OF ROLLING STOCK.		ROLLING STOCK FITTED WITH CONTINUOUS AND CONTINUOUS AUTOMATIC BRAKES.		Serial No.	REMARKS.
Number on the 31st December 1890.	Number on the 31st December 1891.	Number on the 31st December 1890.	Number on the 31st December 1891.	Number on the 31st December 1890.	Number on the 31st December 1891.	At the end of 1890.	At the end of 1891.	At the end of 1890.	At the end of 1891.	Number of			
										Loco-motives.	Vehi-cles.		
						Rs.	Rs.	Rs.	Rs.				
21	21	341	341	10,534	10,534	2,21,93,461	2,21,96,953	4,05,81,307	4,05,80,799	...	...	I	(a) Includes the Patna-Gya and Tara-keshwar railways and the Asansol-Goilkera section of the Bengal-Nággpur railway.
5	6	66	65	1,627	2,184	(f) 51,82,243	(f) 70,92,024	(f) 78,79,137	(f) 1,08,05,592	...	...	III	(b) Includes the Patna-Gya, Delhi-Umballa-Kalka, and Tara-keshwar railways.
8	8	64	85	2,239	2,605	53,13,146	71,59,967	78,63,720	97,21,976	(g) 87	...	IV	(c) Decrease of Rs. 4,000 due to value of a condemned ballast engine having been credited to Capital.
34	35	471	491	14,400	15,323	3,26,88,850	3,64,48,944	5,63,24,164	6,11,08,367	87	...		(d) Excludes the Asansol-Goilkera section, which was worked by the East Indian railway.
													(e) Includes the Asansol-Chakardhar-pur section.
													(f) Gross expenditure, i.e., omitting credits on Capital account.
													(g) Fitted with simple vacuum brakes.
41	41	513	513	11,872	11,972	(j) 3,50,62,684	3,57,39,712	5,33,69,664	5,41,24,669	(k) 129	(l) 753	XIX	(h) Includes branch lines worked, but excludes lines temporarily closed or constructed, but not opened for traffic.
13	13	120	120	4,943	4,963	1,06,81,748	1,07,04,226	1,44,10,699	1,44,33,177	...	...	XXI	
4	4	63	63	2,342	2,345	(n) ...	(n) ...	87,18,752	87,53,810	(k) 4	(k) 15	XXII	(i) Includes branch lines worked, but excludes the old Quetta loop which is being reconstructed on a new alignment and lines temporarily closed or constructed, but not opened for traffic.
...	...	...	...	...	...	...	...	...	...	...	...	XXIV	(j) Difference compared with last year's figures is due to transfer from sub-head vehicles to locomotives.
58	58	696	696	19,157	19,280	4,57,44,432	4,64,43,938	7,64,99,115	7,73,11,656	133	768		(k) Fitted with vacuum automatic brakes.
													(l) Fitted with vacuum automatic brakes, but 21 vehicles out of this number have been piped only.
													(m) Includes the Bengal Central railway.
													(n) Value of engines and vehicles not recorded separately.
46	46	586	590	9,423	9,632	(n) ...	(n) ...	4,27,62,969	4,32,89,541	(g) 255	(k) 163	XXXV	(o) Includes the Dhond-Manmád, Khámgaon, and Amráoti railways.
3	3	84	84	4,070	4,069	98,40,013	98,40,389	1,45,40,381	1,45,40,781	(g) 45	(g) 452	XXXVI	(p) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
6	6	164	164	(s) 3,610	3,669	93,48,685	96,31,777	1,45,71,594	1,48,63,371	...	...	XXXVII	(q) Of this number, 68 engines are fitted with vacuum automatic brakes and 189 engines with simple vacuum brakes.
55	55	834	838	17,133	17,370	1,91,88,698	1,94,72,166	7,18,74,944	7,26,93,701	300	615		(r) Includes the Gackwar's Petlád railway.
													(s) Difference compared with last year's figures is due to 827½ 8-ton wagons having been converted into equivalent 10-ton wagons.
													(t) Includes the Bezváda extension.
2	2	44	41	809	885	17,70,832	19,35,769	27,79,057	34,12,644	...	...	L	
2	2	44	41	809	885	17,70,832	19,35,769	27,79,057	34,12,644	...	...		
149	150	2,045	2,066	51,499	52,858	9,93,92,812	10,43,00,817	20,74,77,280	21,45,26,373	520	1,383		

STATEMENT

Number and value of locomotives and vehicles on the standard and metre gauge

Serial No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		VALUE OF LOCOMOTIVES.		COACHING VEHICLES.		GOODS VEHICLES.	
		On the 31st December 1890. (From statement No. 18, page 91 of last report.)	On the 31st December 1891. (From statement No. 24, pages 111-13.)	Number on the 31st December 1890.	Number on the 31st December 1891.	At the end of 1890.	At the end of 1891.	Number on the 31st December 1890.	Number on the 31st December 1891.	Number on the 31st December 1890.	Number on the 31st December 1891.
	State lines worked by companies.					Rs.	Rs.				
	Metre gauge.										
X	BENGAL AND NORTH WESTERN—										
	TIRHUT SECTION	698-53	738-00	100	100	(a) 19,09,421	19,09,421	322	323	2,039	2,039
	COMPANY'S SECTION										
XII	RAJPUTANA-MALWA (b)	1,899-56	1,766-65	414	424	72,78,419	74,58,509	1,292	1,304	7,254	7,242
XIII	SOUTHERN MAHARATTA	(c) 1,339-70	(d) 1,384-02	219	222	(e) 44,12,741	45,21,741	603	691	4,585	4,685
XV	SOUTH INDIAN (g)	787-88	908-61	184	184	(h) 38,52,554	37,90,131	(e) 556	606	2,634	3,099
	TOTAL	4,525-67	4,797-28	917	930	1,74,53,135	1,76,79,802	2,773	2,924	16,512	17,065
	State lines worked by the State.										
	Metre gauge.										
XIX	NORTH WESTERN (i)	...	...	23	23	5,52,192	5,52,192	19	19	72	66
XXIX	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARILLA (2' 6" GAUGE) BRANCH.	428-69	442-17	66	70	12,03,135	12,03,658	268	281	1,556	1,706
	DACCA SECTION	85-92	85-92	14	14	2,64,353	2,64,353	64	67	248	246
XXX	BURMA (j)	556-00	615-00	107	114	(k) 19,85,635	19,85,635	524	552	2,803	2,923
	TOTAL	1,070-61	1,143-09	210	221	20,19,680	40,05,838	875	919	4,679	4,941
	Assisted companies.										
	Metre gauge.										
XL	DEOGHUR	4-79	4-79	2	2	25,000	25,000	10	10	8	8
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION) (m)	195-59	252-30	20	27	4,57,981	5,63,631	109	132	462	633
XLII	DIBRU-SADIYA	78-00	78-00	11	13	(l) (l)	(l) (l)	14	16	519	548
	TOTAL	278-38	335-09	33	42	4,82,981	5,88,631	133	158	989	1,188
	Lines owned and worked by native states.										
	Metre gauge.										
LIX	JODHPUR	124-00	291-00	5	13	64,851	69,936	(o) 38	60	120	145
	JODHPUR-BIKANER										
LX	BHÁVNAGAR-GONDAL-JUNÁGARH FORBANDAR	329-16	329-22	33	33	6,23,686	6,23,686	176	178	864	864
	TOTAL	453-16	620-22	38	46	6,88,537	6,93,622	214	238	984	1,009
	Foreign lines.										
	Metre gauge.										
LXII	WEST OF INDIA PORTUGUESE	51-00	51-00	12	12	4,00,925	(n) 3,98,084	24	24	115	115
	TOTAL	51-00	51-00	12	12	4,00,925	3,98,084	24	24	115	115
	TOTAL METRE GAUGE	6,378-82	6,946-68	1,210	1,251	2,10,45,258	2,33,65,977	4,019	4,263	23,279	24,318
	TOTAL STANDARD AND METRE GAUGE RAILWAYS	15,959-45	16,981-81	3,689	3,764	7,76,48,005	8,15,48,181	10,162	10,601	66,441	68,622

No. 5—concl'd.

railways, and the rolling stock fitted with continuous and continuous automatic brakes—concl'd.

CRANES.		BRAKE-VANS.		TOTAL NUMBER OF VEHICLES.		VALUE OF VEHICLES.		TOTAL VALUE OF ROLLING STOCK.		ROLLING STOCK FITTED WITH CONTINUOUS AND CONTINUOUS AUTOMATIC BRAKES.		Serial No.	REMARKS.
Number on the 31st December 1890.	Number on the 31st December 1891.	Number on the 31st December 1890.	Number on the 31st December 1891.	Number on the 31st December 1890.	Number on the 31st December 1891.	At the end of 1890.	At the end of 1891.	At the end of 1890.	At the end of 1891.	Number of			
						Rs.	Rs.	Rs.	Rs.	Loco-motives.	Vehicles.		
12	12	67	67	2,440	2,441	35,44,507	36,10,137	(a) 54,53,928	55,19,558	...	...	X	(a) Decrease as compared with last year's Report is due to the exclusion of the value of five engines sold to the Rohilkhand-Kumaun railway.
26	26	279	279	8,851	8,851	1,30,71,717	1,30,73,042	2,03,50,186	2,05,31,551	...	...	XII	(b) Includes the Gackwar's Mehsana railway.
20	20	180	188	5,388	5,584	76,63,565	79,49,084	1,20,76,306	1,24,70,825	(f) 3	(f) 15	XIII	(c) Includes the Southern Mahratta railway (Mysore section).
3	3	106	123	(e) 3,299	3,831	(e) 52,27,138	67,04,717	(e) 90,79,692	1,04,94,848	...	...	XV	(d) Includes the Southern Mahratta railway (Mysore section) and the Kolhapur railway.
61	61	632	657	19,978	20,707	2,95,06,927	3,13,36,980	4,69,60,062	4,90,16,782	3	15		(e) Revised figures furnished by line authorities.
...	...	1	1	92	86	2,88,084	2,89,182	8,40,276	8,41,374	...	...	XIX	(f) Fitted with the Westinghouse brake.
7	7	46	52	1,877	2,046	31,23,016	33,59,245	43,26,151	45,62,903	...	...	XXIX	(g) Includes the Villupuram-Guntakal and Pondicherry railways.
3	3	10	10	325	326	4,86,789	4,89,361	7,51,142	7,53,714	...	...		(h) Decrease due to adjustments made on account of exchange.
15	18	111	114	3,453	3,607	(k) 57,36,817	57,36,817	76,29,035	(l) 77,11,488	...	...	XXX	(i) Represents the stock formerly used on the Salt branch of the late Punjab Northern State railway and on the Ferozepore tramway.
25	28	168	177	5,747	6,065	38,97,889	98,74,605	1,35,46,604	1,38,69,479	...	...		(j) Includes the Toungoo-Mandalay extension and the Mu Valley railway.
...	...	2	2	20	20	49,237	49,237	74,237	74,237	...	...	XL	(k) Value of engines and vehicles not recorded separately.
4	6	23	27	598	797	7,89,227	12,19,797	12,47,208	17,83,428	...	...	XLI	(l) Excludes Rs. 10,964 on account of receipts on Capital account which cannot be distributed between the sub-heads.
...	...	12	12	545	576	(k) 9,04,195	(k) 10,99,944	9,04,195	10,99,944	...	...	XLII	(m) Includes the Rohilkhand-Kumaun (Lucknow-Bareilly section).
4	6	37	41	1,163	1,393	8,38,464	12,69,034	22,35,640	29,57,609	...	...		(n) Decrease due to credits.
...	...	4	7	(e) 162	212	2,41,954	2,51,663	3,06,805	3,21,599	...	..	LIX	
2	2	36	36	1,078	1,080	15,33,862	15,85,812	21,57,548	22,09,498	...	...	LX	
2	2	40	43	1,240	1,292	17,75,816	18,37,475	24,61,353	25,31,097	...	...		
1	1	9	9	149	149	2,73,624	2,76,277	6,74,549	6,74,361	(f) 4	(f) 30	LXII	
1	1	9	9	149	149	2,78,624	2,76,277	6,74,549	6,74,361	4	30		
93	98	886	927	28,277	29,606	3,62,92,720	4,45,94,371	6,58,71,208	6,90,49,328	7	45		
242	248	2,931	2,993	79,776	82,464	13,56,85,532	14,88,95,188	27,33,48,488	28,35,75,701	527	1,428		

STATEMENT NO. 5-A.

Number of carriages fitted with retiring accommodation for females on the 31st December 1891, in accordance with section 64 of Act IX of 1890.

Serial No.	RAILWAY.	Inter-mediate class.	Third class.	Total.	REMARKS.
State lines worked by companies.					
Standard gauge.					
I	EAST INDIAN	...	50	50	
III	BENGAL-NÁGFUR	...	11	11	
IV	INDIAN MIDLAND	...	20	20	
Metre gauge.					
X	BENGAL AND NORTH WESTERN—				
	TIRHOOT SECTION	}	(a) 22	22	(a) Composite (intermediate and third class) carriages with latrine accommodation in both the compartments.
	COMPANY'S SECTION				
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION).	(a) 5	...	5	
XII	RAJPUTANA-MALWA	...	(b) 53	53	(b) Besides these, two third class carriages were being constructed with latrine accommodation.
XIII	SOUTHERN MAHRATTA	}	50	50	
XIV	SOUTHERN MAHRATTA (MYSORE SECTION) . .				
XV	SOUTH INDIAN	...	(c) 21	21	(c) Besides these, thirteen third class carriages were being constructed with latrine accommodation.
State lines worked by the State.					
Standard gauge.					
XIX	NORTH WESTERN	78	(d) 70	148	(d) Twenty-nine third class latrines, end doors, twelve third class Clemenson's latrines, nineteen, third class, wooden side doors and ten bogie frontier latrines. Besides these, there is a large number of third class carriages with a hole in the floor.
XXI	ODDH AND ROHILKHAND	...	(e) 23	23	
XXII	EASTERN BENGAL	7	9	16	
Metre gauge.					
XXIX	EASTERN BENGAL—				(e) Two latrines in each carriage. Thirteen more carriages have since been fitted with two latrines in each carriage.
	NORTHERN AND BEHAR SECTIONS . .	20	20	40	
	DACCA SECTION	3	4	7	
XXX	BURMA	...	(f) 30	30	(f) Besides these, five new composite second and third class bogie carriages were being constructed with latrine accommodation.
Lines worked by guaranteed companies.					
Standard gauge.					
XXXV	GREAT INDIAN PENINSULA, ...	...	113	113	
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA . .	6	12	18	
XXXVII	MADRAS	...	39	39	
Assisted companies.					
Metre gauge.					
XL I	ROHILKHAND-KUMAUN (COMPANY'S SECTION) .	(a) 3	...	3	
XLII	DIBRU-SADIYA	...	3	3	
Special gauges.					
XLV	DABJERLING-HIMALAYAN (2' 0")	...	(g) 2	2	(g) Trolly compartments.
Lines owned by native states and worked by companies.					
Standard gauge.					
L	THE NIZAM'S GUARANTEED STATE	...	14	14	
Lines owned and worked by native states.					
Metre gauge.					
LIX	JODHPORE-BICKANEER	...	10	10	
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR .	...	12	12	
Special gauges.					
LXI	MORVI (2' 6")	...	(h) 6	6	(h) Lower class.

CHAPTER VI.

Capital.

The total capital expenditure on Indian railways up to the 31st December 1891, including lines under construction and survey, &c., amounted to Rs. 2,27,66,97,652, allocated as follows :

	Rs.	£
State railways— <i>vide</i> details on pages 62 to 65 .	1,33,54,60,735	
State lines leased to companies, pages 68 and 69 .	28,11,37,625	22,321,405
Guaranteed railways . . . pages 68 and 69 .	49,20,58,679	45,103,379
Subsidized company . . . pages 68 and 69 .	20,49,458	167,919
Assisted companies* . . .	5,40,20,907	
Native states . . . pages 66 and 67 .	8,60,02,514	
Foreign lines . . . page 115 .	1,68,90,682	
	<u>2,26,76,20,600</u>	
Surveys page 66 .	49,35,844	
Collieries page 66 .	24,75,244	
Interest on capital, Bengal and North Western railway, during construction charged to capital account, foot-note (b), page . 114 .	10,90,014	
Ditto . ditto . Delhi-Umballa-Kalka railway, foot-note (a), page . 115 .	5,75,950	
	<u>2,27,66,97,652</u>	

The sterling equivalent of the expenditure on guaranteed lines, on state lines leased to companies, and on the Rohilkhand-Kumaun railway is also given, the rupee outlay being converted into sterling at the rates of exchange applicable in each case. On state lines the indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue, are not included.

2. Up to the 31st December 1891 the total amount of capital raised by the various guaranteed railway companies was £45,253,796, and for state lines leased to companies £22,716,854, or in all £67,970,650 as under :

STATEMENT No. 6.

Guaranteed railways.

Particulars.	XXXV.	XXXVI.	XXXVII.	TOTAL.
	Great Indian Peninsula railway.	Bombay, Baroda and Central India railway.	Madras railway.	
	£	£	£	£
Share capital @ 5 per cent.	20,000,000	7,550,300	8,757,670	36,307,970
Share capital @ 4½ per cent.	...	...	999,960	999,960
Share capital @ 4½ per cent.	...	...	500,000	500,000
Debentures @ 3½ per cent	845,200	...	237,800	1,083,000
Debentures @ 3¼ per cent.	1,866,100	1,238,500	462,200	3,566,800
Debenture stock @ 4 per cent.	2,701,450	...	...	2,701,450
Capital not bearing interest	64,183	18,419	12,014	94,616
TOTAL .	25,476,933	8,807,219	10,969,644	45,253,796

* As per details on page 115, excluding the Rohilkhand-Kumaun Railway, Company's section, shown above under Subsidized company Rs. 2,71,92,211
Add—Bengal Doars (under construction) 16,479
Add—Nilgiri railway (under construction) 2,89,134
Add—Bengal and North Western railway 2,65,23,083
TOTAL 5,40,20,907

The capital not bearing interest is made up thus :

	£
Premium on Share capital and Debentures .	320,507
Discount on Debenture stock—	£
Stock represented as shown above .	2,701,450
Cash received .	2,475,559

Discount .	225,891

Balance excess premium .	94,616

STATEMENT No. 7.

State lines leased to companies.

Particulars.	III. Bengal-Nágpur railway.	IV. Indian Midland railway.	XI. Rohil-khand-Kumaun railway (Lucknow-Bareilly section).	XIII. Southern Mahratta railway (including Bellary-Kistna railway).	XIV. Southern Mahratta railway (Mysore section).	XXIII. Bengal Central railway.	Total.
	£	£	£	£	£	£	£
Share capital @ 4 per cent. .	3,000,000	3,000,000	...	...	...	...	6,000,000
Share capital @ 3½ per cent. .	...	...	...	*3,500,000	...	500,000	4,000,000
Advances from money raised under Act 51 Vict., cap. 5 .	2,400,000	1,230,000	...	1,979,900	...	500,000	6,109,900
Debentures @ 3½ per cent. .	1,000,000	1,000,000	...	855,000	...	...	2,855,000
Debentures @ 3¼ per cent. .	500,000	1,754,100	†147,000	88,100	...	...	2,489,200
Debenture stock @ 4 per cent. .	...	...	...	...	1,200,000	...	1,200,000
Capital not bearing interest .	5,781	2,016	...	30,957	24,000	...	62,754
TOTAL .	6,905,781	6,986,116	†147,000	6,453,957	1,224,000	1,000,000	22,716,854

* 4 per cent. up to the 31st December 1890; thereafter 3½ per cent.
† £160,837 shown in statement No. 8 as the equivalent of Rs. 20,34,195.

3. The following tables contain further information in detail regarding the capital transactions of the different railways :

STATEMENT No. 8.

Debenture loans on the 31st December 1891.

Serial No.	RAILWAY.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
		£	£			
XXXV	Guaranteed. GREAT INDIAN PENINSULA.	40,400 804,800 264,000 300,000 300,000 670,800 331,300		3½ 3½ 3¼ 3¼ 3½ 3¼ 3¼	31st December 1892 30th June 1895 30th June 1895 30th June 1896 31st December 1896 30th June 1897 31st December 1898	
			2,711,300			
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA.	100,000 250,000 100,000 232,000 20,500 536,000		3½ 3¼ 3¼ 3¼ 3½ 3¼	5th May 1896 15th June 1896 1st April 1897 1st February 1898 1st August 1898 1st December 1898	
			1,238,500			
XXXVII	MADRAS	97,800 140,000 60,000 200,000 162,200 100,000		3½ 3½ 3¼ 3¼ 3½ 3¼	30th June 1892 30th June 1893 31st December 1895 31st December 1896 31st December 1897 31st December 1898	
			700,000			
	Guaranteed	...	4,649,800			
	State lines leased to companies.					
III	BENGAL-NÁGPUR . . .	1,000,000 500,000		3½ 3¼	18th February 1895 18th February 1895	
			1,500,000			
IV	INDIAN MIDLAND . . .	1,000,000 1,000,000 171,200 582,900		3½ 3½ 3¼ 3¼	1st January 1894 1st July 1895 1st January 1896 1st July 1896	
			2,754,100			
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SEC- TION) The sum of Rs. 20,34,195 raised by the issue of these sterling debentures was paid into the Gov- ernment Treasury, Cal- cutta.	...	147,000	3¼	1st July 1898	
XIII	SOUTHERN MAHRATTA . .	600,000 255,000 88,100		3½ 3½ 3¼	1st April 1892 1st October 1894 1st October 1898	
			943,100			
	STATE	...	5,344,200			
	Purchased by the State.					
	SOUTH INDIAN	150,000 520,200 313,700		3½ 3½ 3¼	1st July 1892 1st July 1893 1st July 1896	
			983,900			
	ODDH AND ROHILKHAND .	1,000,000 155,000 615,300 303,000 426,000		3½ 3½ 3½ 3½ 3½	1st April 1892 16th May 1892 4th June 1892 16th August 1893 1st October 1893	
			2,499,300			
	Purchased	...	3,483,200			
	TOTAL	...	13,477,200			

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED									
	STANDARD GAUGE.									METRE
	Open lines.						Under construction.			Open.
	I. East Indian.	II. Patna- Gya.	V. Bhopal- Itārsi (British sec- tion).*	VI. Wardha Coal.	VII. Dhond- Manmād.	VIII. Bezvāda extension.	IX. Godhra- Rutlam.	Frontier railway reserve material.	Peshāwar railway reserve.	X. Bengal and North Western, Tirhoot section.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
England	...	8,59,948	...	9,47,839	43,57,443	3,09,848	...	36,14,573	...	47,93,857
India	35,94,69,179	34,86,048	15,13,568	40,33,357	66,86,596	11,01,229	19,10,091	2,73,746	1,05,643	1,87,05,291
TOTAL	35,94,69,179	43,45,396	15,13,568	49,81,196	1,10,44,039	14,11,077	19,10,091	33,88,319	1,05,643	2,34,99,148
Outlay incurred by com- panies prior to transfer of lines to Government.	33,95,14,682	...	...	...	...	...	...	...	...	...
Preliminary expenses .	1,64,606	6,904	...	91,642	1,23,698	15,319	1,79,851	...	...	1,83,608
Land	9,74,895	64,005	...	4,745	97,929	46,987	9,091	...	...	8,23,522
Formation	4,15,800	2,50,012	...	3,02,318	9,14,803	1,75,513	3,84,613	...	...	10,68,627
Bridgework	36,31,924	2,88,785	...	10,47,954	21,77,070	96,545	2,51,010	...	...	40,52,549
Fencing	1,18,925	1,85,163	...	2,22,989	2,09,971	16,251	4,095	...	...	8,97,978
Electric telegraph .	...	...	...	...	...	...	...	...	...	...
Ballast and permanent- way	59,13,878	23,61,347	...	17,51,227	50,20,107	6,14,275	5,66,694	...	...	78,46,637
Stations and buildings .	51,39,421	5,80,787	...	3,60,170	8,15,125	3,01,681	60,133	...	...	30,35,633
Colliery works . . .	7,79,619	...	...	...	...	...	...	...	...	...
Loss on working . . .	...	...	...	...	...	...	...	...	...	...
Plant	9,24,647	67,972	...	2,17,857	1,87,833	9,011	...	...	...	5,92,354
Ferr e	1,19,274	...	...	...	...	...	...	...	...	5,53,297
Rolling stock	49,42,965	1,42,455	...	3,79,332	17,298	20,384	...	...	...	22,54,328
General charges . . .	7,21,641	2,39,866	...	4,52,588	7,74,585	1,17,275	33,432	17,272	...	13,64,578
Suspense accounts . .	61,06,018	...	...	...	59,340	...	3,71,599	38,71,047	1,05,643	1,31,556
Loss by exchange . .	...	1,58,100	...	1,90,918	6,56,990	...	...	...	...	7,84,600
Deduct—										
Receipts on capital account	...	...	...	40,544	15,719	2,164	427	...	...	90,209
Deduct—										
Value of assets made over to undertak- ings, sale proceeds of surplus stores, dis- mantled buildings, &c.	99,99,116	...	...	...	...	...	...	...	...	...

* Excludes Rs. 60,570 incurred on surveys of the Bhopal-Itārsi railway shown under completed surveys, as it was decided by Government to

† Expenditure incurred by Government to the 31st December 1887, including liabilities on that date and law charges debitable to Government

NOTE.—The outlay against the East Indian, North Western, Ōndh and Rohilkhand, Eastern Bengal and South Indian railways represent the rupee not include the premia on share capital which are included in the statement on pages 88 and 89.

No. 9

appropriated to the various undertakings to the 31st December 1891..

BY COMPANIES.								STATE LINES WORKED BY THE STATE.			
GAUGE.								STANDARD GAUGE.			
lines.					Under construction.			Open lines.			
XII. Rajputana- Malwa.	XV. South Indian (including Villupuram, Guntakal and Nellore branch).	Bellary- Kistna.†	Bareilly- Pilibhit.	Lucknow- Sitapur- Seraman.	Dharmava- ram- Hindupur.	XVI. Assam- Bengal.	XVII. Mayavaram- Mutapet.	XIX. North Western.	XX. Amritsar- Pathankot.	XXI. Oudh and Rohil- khand.	XXII. Eastern Bengal.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
2,83,48,950	67,15,920	15,14,429	1,69,420	...	83	...	...	7,17,98,693	...	13,61,364	99,84,976
10,14,61,399	7,00,45,062	1,50,45,182	13,68,262	35,83,456	4,36,872	11,770	4,82,149	32,71,42,334	56,10,652	9,14,03,031	4,78,54,020
12,98,10,349	7,67,60,982	1,65,59,611	15,37,682	35,83,456	4,36,955	11,770	4,82,149	39,89,41,027	56,10,652	9,27,64,395	5,78,38,996
...	4,96,80,825	...	...	...	...	...	...	12,37,10,012	...	9,16,17,643	3,56,60,089
22,71,636	4,72,441	2,24,761	50,619	77,660	30,263	5,097	2,185	26,97,579	44,373	...	1,34,196
12,71,430	3,66,702	83,002	43,754	1,05,605	3,651	...	88,316	20,98,998	1,81,895	— 21,682	22,37,715
72,00,931	32,07,155	32,25,779	1,01,061	1,97,110	1,61,793	...	22,822	3,32,93,814	4,04,109	31,648	8,37,335
2,15,58,808	72,51,343	19,50,678	2,13,471	2,66,012	31,315	...	2,901	6,79,44,594	5,06,690	1,77,105	22,21,119
24,36,408	1,70,560	1,04,683	36,323	59,352	...	...	5	30,27,517	1,94,268	19,475	3,60,670
...	5,643	...	...	...	31	...	310	1,58,849	...	...	...
3,69,53,378	71,82,089	28,63,261	7,17,267	15,45,474	774	...	6,553	7,16,04,475	28,97,227	2,68,595	64,38,534
1,74,10,085	11,24,573	12,84,829	2,31,977	3,64,243	...	...	14	2,10,74,433	6,77,125	5,21,794	39,29,006
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
29,25,962	4,08,581	7,49,876	13,553	1,01,728	...	...	...	76,60,501	41,164	—1,01,664	3,18,064
...	...	...	...	...	...	...	...	9,24,898	...	...	5,67,797
2,05,31,659	35,39,898	8,15,118	...	6,57,002	...	...	...	3,43,11,536	5,31,503	4,40,641	32,30,164
83,44,617	25,25,046	15,57,199	91,731	2,14,849	46,039	203	62,270	1,73,58,415	1,74,275	...	13,88,617
41,05,658	44,77,542	32,29,347	...	...	1,63,100	6,470	2,98,337	1,08,75,249	6,872	22,71,438	18,52,028
50,75,830	2,42,360	4,91,090	42,070	80	...	...	...	94,28,110	27,770	...	2,24,460
2,76,053	4,78,929	20,012	4,144	5,659	11	...	1,564	23,91,302	76,619	4	2,32,918
...	34,14,847	...	...	...	...	...	...	48,36,651	...	24,60,594	7,27,880

omit this expenditure from the capital account of the railway.

after the transfer of the line.

expenditure incurred by the Companies up to the date of transfer of the lines to the State, plus the expenditure since incurred by Government. It does

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED									
	STANDARD GAUGE.								METRE	
	Under construction.								Open	
	Mianwali-Mári.	XXI. Lucknow-Rae Bareli-Jaunpur.	XXI. Bareilly-Rampur-Moradabad.	Sind-Pishin (Chaman extension).	XXV. Mushkaf-Bolán.	XXVI. Mári-Attock.	XXVII. Hyderabad-Umarkot.	XXVIII. East Coast.	XXIX. Eastern Bengal.	
									Northern and Behar sections, including the Kaunia-Dharla (2' 6" gauge) branch.	Dacca section.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
England	34,762	...	...	13,45,488	...	...	...	7,33,504	75,85,638	13,04,427
India	10,44,779	27,712	26,275	1,44,98,974	27,517	88,242	1,95,003	1,00,96,470	2,98,63,914	53,71,762
TOTAL	10,79,541	27,712	26,275	1,58,44,462	27,517	88,242	1,95,003	1,08,29,974	3,74,49,552	66,76,189
Outlay incurred by companies prior to transfer of lines to Government.	...	...	...	...	...	...	...	...	...	...
Preliminary expenses .	20,000	3,741	26,275	3,24,940	147	...	— 54	80,627	1,93,390	1,27,798
Land	24,216	3,027	...	5,796	...	20	15,623	5,79,748	11,67,345	5,40,101
Formation	93,261	9,068	...	88,93,571	15,188	33,802	58,061	13,87,195	31,10,121	6,96,993
Bridgework	1,93,533	...	...	14,24,708	...	3,502	44,301	27,47,709	73,57,632	5,90,702
Fencing	27,088	31	...	22,366	...	...	1,412	14,791	10,35,217	1,04,427
Electric telegraph .	...	...	...	...	...	...	...	...	...	...
Ballast and permanent-way	5,19,116	110	...	23,58,669	163	...	4,877	6,23,673	1,00,56,759	17,68,463
Stations and buildings .	1,15,199	...	...	6,05,649	...	1,282	16,209	1,50,479	39,29,785	12,14,710
Colliery works . . .	...	...	...	...	...	...	...	...	...	...
Loss on working . . .	...	...	...	...	...	...	...	...	...	...
Plant	1,141	977	...	4,59,108	...	340	614	9,502	12,06,098	2,19,198
Ferries	...	...	...	...	...	...	...	...	9,22,279	...
Rolling stock . . .	...	...	...	2,20,449	...	...	...	...	45,62,950	7,53,739
General charges . . .	77,584	10,760	...	9,39,914	6,905	17,136	43,643	8,90,586	30,21,937	3,63,574
Suspense accounts . .	9,737	33	...	6,18,765	5,117	32,160	10,317	43,10,205	8,249	...
Loss by exchange . .	...	...	...	...	...	...	...	...	11,46,540	3,06,530
Deduct—										
Receipts on capital account .	1,334	35	...	29,473	3	...	...	4,541	2,73,750	10,046
Deduct—										
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c.	...	...	...	...	...	...	...	...	...	...

* Represents amount of depreciation, &c., allowed on works and stores on transfer to the Company.
† In abeyance.
‡ The expenditure on the Pátri railway was not met from railway grants, but is included to arrive at the total.

No. 9—contd.

appropriated to the various undertakings to the 31st December 1891—contd.

BY THE STATE.					UNCLASSIFIED EXPENDITURE.									TOTAL STATE LINES.
GAUGE.		SPECIAL GAUGES.												
lines.	Under construction.	Open lines.												
XXX. Burma.	XXXI. Mu Valley.	XXXII. Nalhāti (4' 0").	XXXIII. Cherra- Com- panyganj (2' 6").	XXXIV. Jorhāt (2' 0").	Southern Maharatta. *	Bilās- pur- Etāwah Survey.	Vizagapa- tam- Raipur. †	Rānaghat- Bhagwan- gola.†	Nāgpur- Chhattis- garh depre- ciation account.	Sind- Pishin petro- leum opera- tions.	Reserve stores at port.	Pātri.‡		
Rs.	Rs.	R s.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
1,23,26,394	19,30,074	4,22,238	...	...	...	...	...	...	...	79,918	...	...	16,05,39,186	
3,94,60,731	71,14,090	—72,717	7,73,282	7,51,421	5,27,070	75,132	2,45,035	3,02,450	10,00,452	1,26,084	8,40,529	8,08,405	1,17,49,21,549	
5,17,87,125	90,44,164	3,49,521	7,73,282	7,51,421	5,27,070	75,132	2,45,035	3,02,450	10,00,452	2,06,002	8,40,529	8,08,405	1,33,54,60,735	
...	...	...	...	...	...	...	...	...	...	...	...	...	64,01,83,251	
4,59,406	4,68,947	...	236	388	...	75,132	2,45,035	83,816	...	73,927	...	...	89,70,189	
8,23,176	2,01,985	...	1,670	4,809	...	...	...	1,01,972	...	...	...	...	1,19,50,048	
56,91,880	12,21,210	7,190	1,48,284	81,469	...	...	...	90,698	849	...	...	...	7,37,34,083	
84,03,890	7,68,823	14,400	57,089	38,184	...	...	...	...	17,936	...	...	...	13,53,32,282	
23,97,973	44,876	100	...	2,999	...	...	...	...	...	...	...	...	1,17,15,913	
...	9,238	...	...	...	...	...	...	...	...	...	...	...	1,74,071	
1,37,30,705	31,03,435	1,96,164	1,80,120	3,13,688	...	...	...	...	1,09,666	...	...	...	18,75,17,400	
54,13,003	6,88,463	25,600	49,865	77,788	...	...	...	...	2,617	7,755	...	...	6,86,49,433	
...	...	...	...	...	...	...	...	...	...	...	...	...	7,79,619	
...	...	...	...	...	...	...	...	...	...	...	...	...	33,21,156	
11,73,936	26,305	4,700	1,32,598	35,272	...	...	...	546	...	9,309	...	...	1,73,97,083	
...	2,29,395	...	4,516	...	...	...	...	...	...	...	...	...	33,21,456	
77,22,452	3,85,742	44,611	92,913	1,34,868	...	...	...	...	99,638	...	...	...	8,58,31,645	
36,45,504	9,26,033	30,000	1,07,702	41,248	...	...	...	25,681	...	...	...	...	4,56,82,705	
12,45,588	9,82,606	22,933	...	23,824	...	...	...	...	7,69,827	1,15,012	8,40,529	...	4,69,26,159	
12,50,610	...	11,860	...	...	...	...	...	...	...	...	...	...	2,00,38,008	
1,70,998	12,894	8,037	1,711	3,116	...	...	...	263	81	1	...	...	41,52,561	
...	...	...	...	...	...	...	...	...	...	...	...	...	2,14,39,088	

railway outlay. It is included under the Bombay, Baroda and Central India railway in the statement on page 114.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	SURVEYS (EXCLUDING ABANDONED SURVEYS).			COLLIERIES.			GRAND TOTAL	LINES OWNED BY NATIVE		
								STANDARD		
								Open		
	Surveys in progress.	Surveys completed.	Total.	Warora.*	Umari.*	Total.	State lines, Surveys and Collieries.	XLVII. Khámgaon.	XLVIII. Amráoti.	XLIX. Bhopal-Itánsi (Native state section).
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
England	...	...	...	5,06,622	1,67,130	6,73,752	16,12,12,938	...	...	...
India	13,67,817	35,68,027	49,35,844	10,19,366	7,82,126	18,01,492	1,18,16,58,885	4,90,408	4,49,395	50,00,000
TOTAL	13,67,817	35,68,027	49,35,844	15,25,988	9,49,256	24,75,244	1,34,28,71,823	4,90,408	4,49,395	50,00,000
Outlay incurred by companies prior to transfer of lines to Government	...	...	...	...	...	...	64,01,83,251	...	...	...
Purchase of line	...	...	...	...	...	...	...	...	...	...
Preliminary expenses	13,49,563	35,70,489	49,20,052	...	...	...	1,38,90,241	369	11,799	...
Land	...	...	...	...	...	...	1,19,50,048	1,116	2,450	14,796
Formation	...	...	...	...	...	...	7,37,34,083	44,036	20,377	15,40,386
Bridgework	...	...	...	...	...	...	13,53,32,282	57,809	62,106	18,62,309
Fencing	...	...	...	...	...	...	1,17,15,913	7,366	11,699	71,923
Electric telegraph	...	...	...	...	...	...	1,74,071	...	...	...
Ballast and permanent-way	...	...	...	...	...	...	18,75,17,400	2,78,789	2,41,571	20,99,734
Stations and buildings	...	...	...	...	...	...	6,86,49,433	49,141	49,337	4,52,756
Colliery works	...	...	...	11,88,404	3,93,476	15,81,880	23,61,499	...	...	...
Loss on working	...	...	...	...	66,813	66,813	66,813	...	...	...
Plant	...	...	...	2,29,874	3,52,117	5,81,991	1,79,79,074	3,503	3,016	28,078
Ferries	...	...	...	...	...	...	33,21,456	...	...	...
Rolling stock	...	...	...	20,115	9,566	29,681	8,58,61,326	11,669	8,642	...
General charges	...	...	...	1,62,632	66,275	2,28,907	4,59,11,612	31,967	29,709	3,62,123
Suspense accounts	18,652	...	18,652	-85,273	61,040	-24,233	4,69,20,574	4,887	8,689	85,574
Loss by exchange	...	...	...	12,042	60	12,102	2,00,50,110	...	...	...
Deduct—										
Receipts on capital account	398	2,462	2,860	1,806	91	1,897	41,57,318	244	...	4,111
Deduct—										
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c. . . .	...	...	...	...	...	...	2,14,39,088	...	...	...
Deduct—										
Contribution towards the construction of the Bhopal State railway by the Government of India	...	...	...	...	...	...	...	...	...	15,13,568

* The expenditure on collieries is included in this statement

No. 9—concl'd.

appropriated to the various undertakings to the 31st December 1891—concl'd.

STATES AND WORKED BY COMPANIES.					LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.			LINES OWNED AND WORKED BY NATIVE STATES.					TOTAL NATIVE STATES.
GAUGE.	METRE GAUGE.			SPECIAL GAUGE.	STANDARD GAUGE.		SPECIAL GAUGE.	STANDARD GAUGE.	METRE GAUGE.			SPECIAL GAUGE.	
lines.	Open lines.			Open lines.	Open lines.		Under construction.	Under construction.	Open lines.			Open lines.	
L. The Nizam's Guaranteed State.	LI. The Gaekwar's Petlad.	LII. The Gaekwar's Mehsana.	LIII. Kolhapur.	LIV. The Gaekwar's Dabhoi (2' 6").	LV. Rajpura-Bhatinda.	LVI. Jammu and Kashmir (native state section).	LVII. Cooch Behar (2' 6").	LVIII. Bina-Guna.	Jodhpore.	LIX. Jodhpore-Bikaner.	LX. Bhavnagar-Gondal-Junagarh-Porbandar.	LXI. Morvi (2' 6").	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3,95,18,791	7,01,118	29,04,050	23,16,193	17,94,157	65,81,553	13,80,083	14,685	51,905	41,87,110	14,32,706	1,71,24,771	20,55,599	8,60,02,514
3,95,18,791	7,01,118	29,04,050	23,16,193	17,94,157	65,81,553	13,80,083	14,685	51,905	41,87,110	14,32,706	1,71,24,771	20,55,599	8,60,02,514
...	...	...	...	...	...	...	...	...	...	...	...	...	...
2,30,30,382	...	...	...	...	...	...	...	...	...	...	...	...	...
1,89,923	7,991	10,385	13,858	29,516	59,422	23,934	...	...	41,683	7,826	1,19,442	18,134	...
...	...	...	9,821	...	58,344	...	...	...	1,007	...	58,377	1,172	...
13,32,148	...	2,65,898	2,59,338	...	2,74,902	34,823	...	...	1,58,372	60,535	16,78,418	...	...
11,17,943	80,586	4,61,777	10,63,886	3,43,569	5,39,041	4,40,030	...	...	1,17,245	2,500	41,19,960	6,46,439	...
1,73,630	...	50,501	38,249	...	1,84,800	1,566	...	...	1,363	105	72,612	...	...
...	...	...	2,100	...	...	13,591	...	...	22,455	...	11,774	...	...
62,50,006	4,19,860	16,43,851	4,98,334	8,49,074	41,41,777	5,56,147	...	...	31,94,227	13,42,378	49,86,543	9,08,389	...
12,22,884	1,46,869	3,47,640	2,17,599	2,29,761	9,06,712	1,25,302	...	...	2,14,729	14,075	22,80,081	34,066	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
3,29,029	...	29,870	4,907	7,817	82,080	5,121	...	...	44,952	1,033	3,57,075	12,578	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
33,02,261	...	16,025	...	1,90,854	...	...	...	...	3,21,299	...	22,09,498	3,02,925	...
10,81,005	37,202	78,103	76,034	1,25,802	2,68,610	1,28,075	...	...	69,778	4,254	8,80,129	1,02,847	...
13,99,580	8,610	...	1,32,057	17,764	70,923	42,494	...	...	...	...	4,13,266	29,049	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	5,058	...	...	...	...	...	12,404	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...

as it has been charged to railway grants.

STATEMENT

Guaranteed and subsidized railways
Capital authorized to be raised for each undertaking as

Serial No.	RAILWAY.	AMOUNT AUTHORIZED TO BE RAISED ON THE 31ST OF DECEMBER 1891.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest.	Total.
	Guaranteed.	£	£	£	£	£
XXXV	GREAT INDIAN PENINSULA	20,000,000	2,711,300	2,701,450	290,074	25,702,824
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA	7,550,300	1,238,500	...	18,419	8,807,219
XXXVII	MADRAS	10,257,630	700,000	...	12,014	10,969,644
	TOTAL	37,807,930	4,649,800	2,701,450	320,507	45,479,687
	Subsidized.					
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION)	200,000	...	...	...	200,000
	State lines leased to companies.					
III	BENGAL-NAGPUR	3,000,000	...	...	...	3,000,000
IV	INDIAN MIDLAND	3,000,000	3,000,000†	...	...	6,000,000
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION)	...	160,837	...	...	160,837
XIII	SOUTHERN MAHRATTA*	3,530,000	2,000,000	...	...	5,530,000
XIV	SOUTHERN MAHRATTA (MYSORE SECTION)	...	...	1,200,000	...	1,200,000
XXIII	BENGAL CENTRAL	500,000	500,000†	...	...	1,000,000
	TOTAL	10,030,000	5,660,837	1,200,000	...	16,890,837
	Grand total	48,037,930	10,310,637	3,901,450	320,507	62,570,524

* Includes capital raised for completion of the Bellary-Kistna railway and expenditure thereon from the 1st January 1888.
† To be raised by the issue of shares or of debentures, or otherwise.

No. 10.

and state lines leased to companies.

now sanctioned, the amount raised and the amount withdrawn to the 31st December 1891.

AMOUNT RAISED IN ENGLAND TO THE 31st OF DECEMBER 1891.							AMOUNT RAISED IN INDIA TO THE 31st OF DECEMBER 1891.		Total amount raised to the 31st December 1891.	Total amount withdrawn to the 31st December 1891.
Share capital.	Debentures.		Debenture stock.		Capital not bearing interest.	Advances made to companies from money raised under Act 51 Vict., cap. 5.	Share capital.	Capital not bearing interest.		
	Amount of Debentures.	Cash received.	Stock represented.	Cash received.						
£	£	£	£	£	£	£	£	£	£	£
19,508,103	2,711,300	2,711,300	2,701,450	2,475,559	215,145	...	496,897	74,929	25,476,933	25,439,313
7,528,628	1,238,500	1,238,500	...	...	18,419	...	21,672	...	8,807,219	8,762,123
10,257,630	700,000	700,000	...	...	12,014	...	...	...	10,969,644	10,903,943
37,289,361	4,649,800	4,649,800	2,701,450	2,475,559	245,578	...	518,569	74,929	45,253,796	45,105,379
200,000	...	...	...	...	...	...	...	...	200,000	200,000§
3,000,000	1,500,000	1,500,000	...	...	5,781	2,400,000	...	...	6,905,781	6,984,937
3,600,000	2,754,100	2,754,100	...	...	2,016	1,230,000	...	...	6,986,116	6,830,054
...	160,837	160,837	...	...	...	...	...	...	160,837	218,441
3,491,540	943,100	943,100	...	...	30,923	1,979,900	8,460	34	6,453,957	6,349,341
...	...	...	1,200,000	1,200,000	24,000	...	...	...	1,224,000	1,126,386
500,000	...	...	...	...	...	500,000	...	...	1,000,000	812,246
9,991,540	5,358,037	5,358,037	1,200,000	1,200,000	62,720	6,109,900	8,460	34	22,730,691	22,321,405
47,480,901	10,007,837	10,007,837	3,901,450	3,675,559	308,298	6,109,900	527,029	74,963	68,184,487	67,626,784

† Replaced by advances raised under Act 51 Vict., cap. 5.

§ The Company has withdrawn £20,000 from the Secretary of State, but the actual expenditure to the 31st December 1891 was £167,919 only.

STATEMENT

Guaranteed and subsidized railways

Amount received from, and withdrawn by, each company

Serial No.	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1890.	Sums advanced to the companies on the 31st December 1890.	FROM THE 1st OF		
				Amount		
				In		
				Share capital.	Debentures.	Debenture stock.
		£	£	£	£	£
XXXV	Great Indian Peninsula	...	312,865	...	331,300	...
XXXVI	Bombay, Baroda and Central India	69,915	...	...	550,000	...
XXXVII	Madras	...	42,578	...	197,000	...
	TOTAL	69,915	355,443	...	1,078,300	...
	Subsidized:					
XLI	Rohilkhand-Kumaun (Company's section)	...	...	...	...	...
	State lines leased to companies.					
III	Bengal-Nágpur	667,451	...	...	...	...
IV	Indian Midland	211,870	...	...	...	...
XI	Rohilkhand-Kumaun (Lucknow-Bareilly section).	...	93,475	...	...	...
XIII	Southern Mahratta*	148,661	...	...	...	...
XIV	Southern Mahratta (Mysore section)	124,860	...	...	...	...
XXIII	Bengal Central	206,356	...	...	...	...
	TOTAL	1,359,198	93,475	...	...	...
	Grand total	1,429,113	448,918	...	1,078,300	...

* Includes the Bellary-Kistna railway.

No. 11.
and state lines leased to companies.
during the year ended the 31st December 1891.

JANUARY TO THE 31ST OF DECEMBER 1891.							Total received during the year ended the 31st December 1891.	Total with-drawn during the year ended the 31st December 1891.
received.				Amount withdrawn.				
England.		In India.		In England.		In India.		
Capital not bearing interest.	Advances made to companies from money raised under Act 61 Viet., cap. 6.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, &c.	For discharge of debentures.	Amount.		
£	£	£	£	£	£	£	£	£
...	...	...	...	351,608	...	—370,792	331,800	—19,184
—14,000	...	...	...	147,769	536,000	—122,950	536,000	560,819
...	...	...	...	140,618	...	—51,897	197,000	88,721
—14,000	...	...	...	639,995	536,000	—545,639	1,064,300	630,356
...	...	...	...	...	...	...	...	...
...	...	...	...	360,463	...	357,799	...	718,262
...	100,000	...	...	93,335	...	62,478	100,000	155,898
...	...	...	...	28,779	...	96,188	...	124,967
...	1,356,900	...	...	27,630	1,356,900	16,415	1,356,900	1,400,945
...	...	...	...	— 19	...	27,265	...	27,246
...	...	...	...	4,604	...	13,998	...	18,602
...	1,456,900	...	...	514,792	1,356,900	574,138	1,456,900	2,445,830
—14,000	1,456,900	...	...	1,154,787	1,892,900	28,499	2,521,200	3,076,186

STATEMENT No. 12.

Guaranteed railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1892.

Year.	England.	India.	TOTAL.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,383	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,896	1,609,732	2,496,628
1872-73	822,995	— 345,750	477,245
1873-74	1,028,032	— 334,979	693,053
1874-75	1,174,893	— 86,982	1,087,911
1875-76	1,151,585	— 200,779	950,806
1876-77	1,222,846	— 507,387	715,459
1877-78	1,792,483	— 469,678	1,322,805
1878-79	1,786,235	— 773,612	1,012,623
1879-80	1,256,417	— 906,857	349,560
1880-81	941,781	— 506,992	434,789
1881-82	1,041,022	— 351,482	689,540
1882-83	1,046,483	— 635,610	410,873
1883-84	1,473,138	— 135,218	1,337,920
1884-85	1,391,270	— 256,211	1,135,059
1885-86	1,628,033	— 403,928	1,224,105
1886-87	862,685	— 620,359	242,326
1887-88	991,936	— 343,364	648,572
1888-89	969,816	— 350,939	618,877
1889-90	905,798	— 565,970	339,828
1890-91	944,842	— 475,463	469,379
Total expenditure to end of 1890-91	59,113,803	45,230,512	104,344,315
Deduct—Withdrawals by the East Indian Railway Company	12,276,504	18,620,297	30,896,801
Deduct—Withdrawals by the Eastern Bengal Railway Company	46,837,299	26,610,215	73,447,514
	1,770,750	1,474,100	3,244,850
Deduct—Withdrawals by the Sind, Punjab and Delhi Railway Company	45,066,549	25,136,115	70,202,664
	6,226,076	4,853,607	11,079,683
Deduct—Withdrawals by the Oudh and Rohilkhand Railway Company	38,840,473	20,282,508	59,122,981
	4,358,107	4,910,204	9,268,311
Deduct—Withdrawals by the South Indian Railway Company	34,482,366	15,372,304	49,854,670
	3,831,129	932,278	4,763,407
	30,651,237	14,440,026	45,091,263
Add—Expenditure during 1891-92 (partly estimated)	600,100	— 536,300	63,800
Net withdrawals to end of 1891-92	31,251,337	13,903,726	45,155,063

STATEMENT No. 13.

State lines leased to companies.

Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Midland, and the Lucknow-Bareilly railways during each financial year from the commencement to the 31st March 1892.

Year.	England.	India.	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,476	728,661	1,009,137
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,175	3,657,987	5,118,162
1889-90	605,126	1,507,289	2,112,415
1890-91	409,803	973,649	1,383,452
Total expenditure from 1881-82 to end of 1890-91	6,245,800	15,347,909	21,593,709
1891-92 (Revised estimate)	493,400	472,900	966,300
TOTAL	6,739,200	15,820,809	22,560,009

STATEMENT No. 14.

Subsidized railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India by the Rohilkhand-Kumaun Railway Company during each financial year from the commencement to the 31st March 1891.

Year.	England.	India.	TOTAL.
	£	£	£
1882-83	40,000	...	40,000
1883-84	120,000	...	120,000
1884-85	20,000	...	20,000
1885-86	...	...	...
1886-87	20,000	...	20,000
1887-88	...	...	...
1888-89	...	...	...
1889-90	...	...	...
1890-91	...	...	...
TOTAL	200,000	...	200,000

The Company has withdrawn £200,000 from the Secretary of State, but the actual expenditure to the close of the year 1891 was £167,919 only.

CHAPTER VII.

Main results of working and Revenue statistics.

The main results of working of all railways during 1890 and 1891 are summarised in statement No. 15 on pages 76 and 77.

2. The mean length of railways worked was 17,038 miles as compared with 16,227 miles worked during the previous year. The total capital outlay, including steam-boat service and suspense accounts, on the actual mileage open to 31st December 1891 amounted to Rs. 2,21,06,41,916 against Rs. 2,13,67,04,200 in 1890.

3. The gross earnings from all sources showed a marked improvement as compared with 1890, the earnings under coaching having risen from Rs. 7,05,77,541 in 1890 to Rs. 7,75,37,620 in 1891, and under goods from Rs. 12,99,30,206 to Rs. 15,60,81,166, while the earnings from steam-boat service and miscellaneous sources increased from Rs. 61,90,473 to Rs. 67,84,004.

The traffic earnings alone (coaching and goods) showed an increase of 16·51 per cent. The gross earnings per mean mile worked were Rs. 14,110 against Rs. 12,738 in 1890.

4. The total number of passengers showed an increase of 7·69 per cent. as compared with the number booked in 1890. The passenger mileage increased 9·35 per cent. and the earnings from coaching traffic 9·86 per cent. The number of passengers booked per mean mile worked was 7,211 as compared with 7,030 in 1890. Of the total number carried, the two lowest classes of passengers constituted 97·34 per cent., the 2nd class 2·26, and the first class 0·40 per cent. of the whole.

The increase in the coaching traffic generally was due to the steady development of this class of traffic on most of the lines, assisted by special fairs at Hardwar and elsewhere, and to the opening out of extensions through districts not hitherto served by any railway.

5. The total tonnage of goods lifted showed an increase of 15·68 per cent. as compared with 1890. The total ton-mileage increased 26·48 per cent. and the earnings 20·13 per cent. The number of tons of goods lifted per mean mile worked was 1,535 as compared with 1,394 tons in 1890.

The goods traffic during the year was remarkable for the largely increased exports of wheat and seeds from Bombay, Calcutta, and Kurrachee. Coal traffic on the East Indian railway was brisk, while the scarcity in Rajputana and the high prices which prevailed in the North-Western Provinces and Oudh and the Southern Mahratta country caused a considerable movement in food grains.

6. Under working expenses the cost per mean mile does not compare favourably with the previous year, but the ratio of expenses to earnings was slightly better. The comparatively high proportion of expenses to earnings during recent years considered in connection with the mileage worked is attributable, as explained in the last report, to the opening of new lines which have not yet proved remunerative, and also to a decrease in the proportion of charges formerly debited to capital, and to abnormally heavy charges on account of maintenance.

The total working expenses amounted to Rs. 11,30,38,471 against Rs. 10,31,09,130 in 1890, the percentage on gross earnings being 47·02 as compared with 49·88 in 1890.

7. The net earnings derived from all railways amounted to Rs. 12,73,64,319 as compared with Rs. 10,35,89,090 in 1890, giving a percentage on the total capital outlay on open lines of 5·76 as compared with 4·85 in 1890.

8. The following table shows the gross earnings working expenses and net earnings during 1891, and what these amount to per train-mile, excluding steam-boat, for all railways under the following grouping :

	East Indian railway.	State railways (commer- cial).	State railways (military).	State lines leased to compa- nies.	Guaran- teed rail- way.	Assisted compa- nies.	Native States.	Foreign lines (d).	REMARKS.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge lines—									
Gross earnings	4,94,10,086	4,60,47,908	35,84,057	1,04,31,383	6,87,37,790	12,12,828	41,14,923	...	
Gross earnings per train-mile	5.44	3.89	2.54	3.79	4.42	2.97	4.00	...	
Working expenses	1,32,14,017	2,30,51,626	43,86,988	60,67,022	3,31,02,310	5,77,348	22,23,583	...	
Working expenses per train-mile	1.45	1.95	3.11	2.20	2.13	1.41	2.16	...	
Net earnings	3,61,96,069	2,29,96,282	—8,02,931	43,64,361	3,56,35,480	6,35,480	18,91,340	...	
Net earnings per train-mile	3.99	1.94	—0.57	1.59	2.29	1.56	1.84	...	
Metre gauge lines—									
Gross earnings	...	(a) 4,15,71,330	...	(b) 60,85,092	...	(c) 36,29,140	23,47,869	4,15,928	(a) Includes the Pon- dicherry railway.
Gross earnings per train-mile	...	(a) 3.03	...	(b) 2.49	...	(c) 3.08	2.92	3.06	(b) Excludes the Rohil- khand-Kumaun railway (Lucknow- Bareilly section).
Working expenses	...	(a) 2,09,22,378	...	(b) 40,32,192	...	(c) 16,04,204	14,08,328	3,57,744	
Working expenses per train-mile	...	(a) 1.52	...	(b) 1.65	...	(c) 1.36	1.75	2.63	(c) Includes the Rohil- khand-Kumaun railway (Lucknow- Bareilly section).
Net earnings	...	(a) 2,06,48,952	...	(b) 20,52,900	...	(c) 20,24,936	9,39,541	58,184	
Net earnings per train-mile	...	(a) 1.51	...	(b) 0.84	...	(c) 1.72	1.17	0.43	(d) Excludes the Pondicherry rail- way.
Special gauge lines—									
Gross earnings	...	1,77,111	...	...	...	6,42,490	5,10,583	...	
Gross earnings per train-mile	...	1.94	...	...	...	3.86	2.15	...	
Working expenses	...	1,41,401	...	...	...	3,77,179	3,33,840	...	
Working expenses per train-mile	...	1.55	...	...	...	2.27	1.41	...	
Net earnings	...	35,710	...	...	...	2,65,311	1,76,743	...	
Net earnings per train-mile	...	0.39	...	...	...	1.59	0.74	...	

In 1890 the results per train-mile were—

Standard gauge lines—									
Gross earnings per train-mile	5.36	3.78	2.76	3.31	4.43	5.56	3.83	...	
Working expenses per train-mile	1.71	1.94	3.05	2.62	2.15	2.76	2.38	...	
Net earnings per train-mile	3.65	1.84	—0.29	0.69	2.28	2.80	1.45	...	
Metre gauge lines—									
Gross earnings per train-mile	...	3.21	...	2.50	(a) 2.77	3.01	2.79	2.83	
Working expenses per train-mile	...	1.65	...	1.96	(a) 1.59	1.44	1.65	2.73	
Net earnings per train-mile	...	1.56	...	0.54	(a) 1.18	1.57	1.14	0.10	
Special gauge lines—									
Gross earnings per train-mile	...	1.93	...	...	...	4.35	2.36	...	
Working expenses per train-mile	...	1.66	...	...	...	2.59	1.58	...	
Net earnings per train-mile	...	0.27	...	...	...	1.76	0.78	...	

STATEMENT

Main results of working of all railways for the years ending

Progressive No.	Details.	1890.			1891.	
		Standard gauge.	Metre gauge.	Special gauges.	Standard gauge.	Metre gauge.
1	Open mileage on the 31st December . Miles	9,625·63	6,378·79	287·81	10,047·73	6,946·68
2	Mean mileage worked during the year . „	9,648·06	6,298·09	280·83	10,055·82	6,695·22
3	Capital outlay on open line, including Steam-boat service and suspense accounts Rs.	1,64,05,00,271	48,75,98,980	86,04,949	1,68,69,18,826	51,49,13,408
4	Number of passengers booked . . . No.	75,554,130	37,642,592	885,524	80,335,272	41,596,189
5	Number of passengers booked per mean mile worked . . . „	7,831	5,977	3,153	7,989	6,213
6	Number of tons of goods moved . . . Tons	16,879,189	5,568,062	165,467	19,343,709	6,652,013
7	Number of tons of goods moved per mean mile worked . . . „	1,749	884	589	1,924	294
8	Passenger unit-miles . . . Unit-miles	3,276,813,684	1,481,243,816	21,017,744	3,561,612,772	1,641,930,653
9	Ton-mileage of goods . . . Ton-miles	2,833,630,552	671,795,358	4,243,825	3,589,116,058	845,567,526
10	Train-miles . . . Miles	36,365,141	15,631,472	440,633	42,047,302	18,257,923
	Gross earnings—					
11	Coaching . . . Rs.	5,03,05,418	1,96,85,739	5,86,384	5,52,25,243	2,16,93,010
12	Goods . . . „	10,28,88,357	2,63,71,106	6,70,743	12,40,28,024	3,13,59,838
13	Steam-boat, Telegraph, and Miscellaneous . . . „	43,48,241	18,18,616	23,616	48,08,465	19,58,026
14	TOTAL . „	15,75,42,016	4,78,75,461	12,80,743	18,40,61,732	5,50,10,874
15	Gross earnings per mean mile worked . „	16,328·88	7,601·58	4,560·56	18,304·00	8,216·44
	Working expenses—					
16	Maintenance . . . „	2,13,95,799	68,67,848	2,22,714	2,32,65,868	75,30,981
17	Locomotive . . . „	2,39,20,861	84,54,715	2,59,550	2,77,72,861	97,63,966
18	Carriage and Wagon . . . „	74,98,373	24,81,708	63,699	80,18,041	23,11,739
19	Traffic . . . „	1,21,38,060	42,28,320	1,52,643	1,26,59,477	44,34,979
20	General . . . „	74,26,129	35,95,168	1,26,589	74,49,011	38,13,184
21	Steam-boat, Special and Miscellaneous, and Rent of leased lines . . . „	30,08,592	12,47,620	20,742	39,38,543	12,07,401
22	TOTAL . „	7,53,87,814	2,68,75,379	8,45,937	8,31,03,801	2,90,82,250
23	Working expenses per mean mile worked. „	7,813·78	4,267·23	3,012·27	8,264·25	4,343·73
24	Percentage of working expenses to gross earnings	47·85	56·14	66·05	45·15	52·87
25	Net earnings . . . Rs.	8,21,54,202	2,10,00,082	4,34,806	10,09,57,931	2,59,28,624
26	Percentage of net earnings on total capital outlay on open line, including suspense ...	5·01	4·31	5·05	5·98	5·04

N.B.—Further details for the standard and metre gauge lines

No 15.
the 31st December 1890 and the 31st December 1891.

Special gauges.	TOTAL OF ALL GAUGES.		Increase in 1891.	Percentage of increase.	Progres- sive No.	REMARKS.
	1890.	1891.				
288.31	16,292.28	17,282.72	990.49	6.08	1	} See statement No. 24, pages 111 to 113.
286.59	16,226.98	17,037.63	810.65	5.00	2	
88,09,682	2,13,67,04,200	2,21,06,41,916	7,39,37,716	3.46	3	See statement No. 25, pages 114 and 115.
923,876	114,082,246	122,855,337	8,773,091	7.69	4	See also statement No. 26, pages 116 to 119.
3,224	7,030	7,211	181	2.57	5	See also statement No. 27, pages 120 to 123.
163,231	22,612,718	26,158,953	3,546,235	15.68	6	
570	1,394	1,535	141	10.11	7	} See also statement No. 28, pages 124 to 127.
22,564,548	4,779,075,224	5,226,107,973	447,032,749	9.35	8	
4,308,847	3,509,669,735	4,438,992,431	929,322,696	26.48	9	See also statement No. 30, pages 166 to 169.
494,940	52,437,246	60,800,165	8,362,919	15.95	10	
6,19,367	7,05,77,541	7,75,37,620	69,60,079	9.86	11	}
6,93,304	12,99,30,206	15,60,81,166	2,61,50,960	20.13	12	
17,513	61,90,478	67,84,004	5,93,531	9.59	13	}
13,30,184	20,66,98,220	24,04,02,790	3,37,04,570	16.31	14	
4,641.42	12,737.93	14,110.11	1,372.18	10.77	15	}
1,98,783	2,84,86,361	3,09,95,632	25,09,271	8.81	16	
2,71,849	3,26,35,126	3,78,28,676	51,93,550	15.91	17	}
80,889	1,00,43,780	1,04,10,669	3,66,889	3.65	18	
1,47,406	1,65,19,023	1,72,41,862	7,22,839	4.37	19	} See also statements Nos. 29 and 30, pages 128 to 131 and 132 to 135.
1,29,387	1,11,47,886	1,13,90,224	2,42,338	2.17	20	
24,106	42,76,954	51,71,408	8,94,454	20.91	21	}
8,52,420	10,31,09,130	11,30,38,471	99,29,341	9.63	22	
2,974.35	6,354.18	6,634.64	280.46	4.41	23	}
64.08	49.88	47.02	—2.86	...	24	
4,77,764	10,35,89,090	12,73,64,319	2,37,75,229	22.95	25	}
5.42	4.85	5.76	0.91	...	26	

will be found in the statements referred to under "Remarks."

9. The following table shows the gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1890 and 1891:

Earnings per mile per week and ratio of working expenses to gross earnings, 1890 and 1891.

Serial No.	Railways (including branches and leased lines).	1890.		1891.		REMARKS.
		Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses on gross earnings (excluding steam-boat).	Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses on gross earnings (excluding steam-boat).	
	State lines worked by companies.					
	Standard gauge.	Rs.		Rs.		
I	EAST INDIAN (a) ...	525	32·06	599	(b) 26·94	(a) Including the Patna-Gya, but excluding Delhi-Umballa-Kalka and Tarakeshwar railways.
III	BENGAL-NÁGPUR ...	101	80·89	129	50·81	
IV	INDIAN MIDLAND ...	90	84·98	121	66·89	(b) Including steam-boat, the percentage is 27·02.
	Metre gauge.					
X	BENGAL AND NORTH WESTERN—					
	TIRHOOT SECTION... }	121	42·68	121	(c) 37·95	(c) Including steam-boat, the percentage is 40·04.
	COMPANY'S SECTION ... }					
XII	RAJPUTANA-MALWA (d) ...	200	50·41	251	43·47	(d) Excluding the Gaekwar's Mehsana railway.
XIII	SOUTHERN MAHRATTA... }	83	78·36	87	66·25	
XIV	SOUTHERN MAHRATTA, MYSORE SECTION. }					
XV	SOUTH INDIAN ...	(e) 180	(e) 57·46	154	65·29	(e) Excluding the Villupuram-Guntakal State railway.
	State lines worked by the State.					
	Standard gauge.					
XIX	NORTH WESTERN (f) ...	219	62·53	261	(g) 62·74	(f) Excluding the Rajpura-Bhatinda railway.
XXI	ODDH AND ROHILKHAND ...	205	49·14	238	42·29	(g) Including steam-boat, the percentage is 62·98.
XXII	EASTERN BENGAL (h) ...	521	42·41	562	(i) 41·63	(h) Excluding the Bengal Central railway.
	Metre gauge.					(i) Including steam-boat, the percentage is 43·61.
XXIX	EASTERN BENGAL—					
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARLLA (2' 6" GAUGE) BRANCH.	166	46·66	181	(k) 50·69	(k) Including steam-boat, the percentage is 55·48.
	DACCA SECTION ...	91	67·40	93	62·10	
XXX	BURMA ...	190	57·08	193	(l) 59·37	(l) Including steam-boat, the percentage is 59·50.
	Lines worked by guaranteed companies.					
	Standard gauge.					
XXXV	GREAT INDIAN PENINSULA ...	508	49·80	584	48·25	
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA (m).	540	42·06	590	41·23	(m) Excluding the Gaekwar's Poetlad and Gaekwar's Dabhol railways.
XXXVII	MADRAS ...	218	52·44	214	58·20	
	Lines owned by native states and worked by companies.					
	Standard gauge.					
* L	THE NIZAM'S GUARANTEED STATE...	140	59·74	151	54·70	
	Lines owned and worked by native states.					
	Metre gauge.					
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	91	61·81	85	67·79	

10. The gross earnings of the chief railways per mean mile worked per week (excluding steam-boat earnings) in five yearly periods from the commencement up to the year 1888, and for 1891, are given in the following table:

Serial No.	Railways (including branches and leased lines).	1853.	1858.	1863.	1868.	1873.	1878.	1883.	1888.	1891.
	State lines worked by companies.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	<i>Standard gauge.</i>									
I	EAST INDIAN	...	279	222	346	382	499	585	525	599
III	BENGAL-NAGPUR	...	...	...	...	...	...	170	164	129
IV	INDIAN MIDLAND	...	...	...	...	...	...	...	99	121
X	BENGAL AND NORTH WESTERN—									
	TIRHOOT SECTION	...	...	...	...	...	108	103	123	132
	COMPANY'S SECTION	...	...	...	...	...	...	...	102	111
	<i>Metre gauge.</i>									
XII	RAJPUTANA-MALWA (a)	...	...	...	...	32	129	197	215	251
XIII	SOUTHERN MAHRATTA	...	...	...	...	...	...	...	86	} 87
XIV	SOUTHERN MAHRATTA (MYSORE SECTION).	...	...	...	...	...	...	67	79	
XV	SOUTH INDIAN	...	...	74	90	120	102	149	158	154
	State lines worked by the State.									
	<i>Standard gauge.</i>									
XIX	NORTH WESTERN	...	...	171	112	154	193	228	202	261
XXI	ODDH AND ROHILKHAND	...	...	...	120	56	163	192	197	238
XXII	EASTERN BENGAL (b)	...	...	130	259	331	254	288	283	562
	<i>Metre gauge.</i>									
XXIX	EASTERN-BENGAL—									
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHABELLA (2' 6" GAUGE) BRANCH.	(c)	...	...	...	...	...	...	...	181
	DACCA SECTION									93
XXX	BURMA	...	...	...	...	...	115	187	178	193
	Lines worked by guaranteed companies.									
	<i>Standard gauge.</i>									
XXXV	GREAT INDIAN PENINSULA	119	173	175	357	282	394	467	526	584
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA.	...	...	138	287	260	298	497	532	590
XXXVII	MADRAS	...	93	110	181	157	148	148	195	214
	Lines owned by native states and worked by companies.									
	<i>Standard gauge.</i>									
L	THE NIZAM'S GUARANTEED STATE	...	...	...	...	...	126	137	118	151
	Lines owned and worked by native states.									
	<i>Metre gauge.</i>									
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	...	...	...	...	...	...	89	109	85

(a) Excluding the Gackwar's Mehsána railway.

(b) Excluding the Bengal Central railway, but including the Eastern Bengal railway metre gauge sections up to 1888.

(c) Included with the standard gauge section up to 1888.

11. Including the steam-boat service and capital expenditure on suspense accounts, the general results of working of the standard, metre and special gauge lines during 1891 were as follows :

		Standard gauge.	Metre gauge.	Special gauges.	Total.
Mean mileage worked during the year	... miles	10,055.82	6,695.22	286.59	17,037.63
Total capital outlay on open lines	... Rs.	1,68,69,13,826	51,49,13,408	88,09,682	2,21,06,41,916
Average cost per mile open*	... ..	†1,62,696	71,425	29,875	...
Gross earnings	... ..	18,40,61,732	5,50,10,874	13,30,184	24,04,02,790
Working expenses	... ..	8,31,03,801	2,90,82,250	8,52,420	11,30,38,471
Net earnings	... ..	10,09,57,931	2,59,28,624	4,77,764	12,73,64,319
Percentage of net earnings on total capital cost of open line.		5.98	5.04	5.42	5.76

12. Taking the figures as grouped in statement No. 29 on pages 128 to 131 for the standard and metre gauge railways only, it will be seen that the net earnings of the state lines (East Indian and Patna-Gya excepted) amounted in 1891 to Rs. 5,07,79,991, giving a return of 4.16 per cent. on a total capital expenditure of Rs. 1,22,10,58,064. Including the East Indian and the Patna-Gya, the net earnings of the State lines were Rs. 8,73,35,437, equal to 5.51 per cent. on a total capital outlay of Rs. 1,58,47,28,145.

The net earnings of the state lines worked by state agency (excluding the Pishin section and the Sind-Sagar and Khusálgarh branches of the North Western railway), of which details are given in paragraph 17 on page 83, amounted to Rs. 2,66,69,177, and gave a return of 4.90 per cent. on the total capital outlay.

The net earnings of the East Indian railway, including the Patna-Gya State branch worked by the undertaking, amounted to Rs. 3,65,55,446, being at the rate of 10.05 per cent. on a total capital expenditure of Rs. 36,36,70,081. The surplus profits on the East Indian railway proper after paying annuity and interest charges were Rs. 1,32,26,960, of which sum one-fifth, or Rs. 26,45,392, was paid over to the working company as its share under the contract.

The net earnings of the guaranteed lines, about which full particulars are given in the statements referred to in paragraph 16 on page 82, amounted to Rs. 3,56,35,480, giving a return of 7.23 per cent. on a total capital outlay of Rs. 49,28,67,084.

The net earnings of the standard and metre gauge lines in the hands of assisted companies were Rs. 11,55,322, being at the rate of 4.49 per cent. on a total capital outlay of Rs. 2,57,33,894.

The net earnings derived by the native state lines (standard and metre gauge) amounted to Rs. 26,38,735, which gave a return of 3.23 per cent. on a total capital outlay of Rs. 8,16,12,429.

The railways constructed on special gauges, which have not been separately detailed in the statistical returns contained in the present report, yielded net earnings of Rs. 4,77,764, being at the rate of 5.42 per cent. on a total capital outlay of Rs. 88,09,682.

13. Statement No. 16 on the next page shows the net earnings on the principal railways for the last five years and their percentage on capital expenditure on open line, including steam-boat service, but excluding suspense accounts.

* Excluding steam-boat and suspense.
† The mileage on which this is calculated includes 1,087 miles of double track.

STATEMENT No. 16.

Net earnings and their percentage on the capital expenditure on open line, including steam-boat service, but excluding suspense accounts, for the principal railways during the last five years 1887 to 1891.

Serial No.	RAILWAY.	1891.		1890.		1889.		1888.		1887.	
		Net earnings. (See also Nos. 17 and 29.)	Percent- age of net earnings per annum on capital expendi- ture.	Net earnings.	Percent- age of net earnings per annum on capital expendi- ture.	Net earnings.	Percent- age of net earnings per annum on capital expendi- ture.	Net earnings.	Percent- age of net earnings per annum on capital expendi- ture.	Net earnings.	Percent- age of net earnings per annum on capital expendi- ture.
	State lines worked by companies.	Rs.		Rs.		Rs.		Rs.		Rs.	
	<i>Standard gauge.</i>										
I	EAST INDIAN (INCLUDING BRANCHES)	(a) 3,65,55,446	(a) 10·25	2,98,04,646	8·37	2,95,79,800	8·16	3,06,43,099	8·36	3,23,83,088	8·75
III	BENGAL- NÁGPUR. { NÁGPUR-CHHATTÍS- GARRH SECTION	26,84,452	3·15	5,47,463	0·88	3,79,834	1·25	5,21,706	1·80	5,60,248	4·45
	{ KATNI-UMARIA										
IV	INDIAN MIDLAND (b)	13,52,172	1·66	5,99,779	0·76	5,96,049	0·80	1,80,430	1·47	...	...
	<i>Metre gauge.</i>										
X	BENGAL AND NORTH WESTERN—										
	TIRHOOT SECTION	29,77,841	(c) 6·14	25,73,364	5·40	{ 9,78,246	4·73	7,98,875	3·91	6,95,725	3·70
	COMPANY'S SECTION										
XII	RAJPUTANA-MALWA	1,23,17,065	9·80	86,42,525	6·90	1,07,97,218	8·65	96,31,726	7·75	81,25,471	9·56
XIII	SOUTHERN MAHRATTA	(d) 20,73,558	(d) 1·91	9,74,737	1·07	9,52,000	1·18	9,32,866	1·30	10,30,826	1·69
XV	SOUTH INDIAN	(e) 24,49,731	(e) 3·84	26,08,432	5·64	16,88,131	3·67	16,72,272	3·66	16,09,557	3·56
	State lines worked by the State.										
	<i>Standard gauge.</i>										
XIX	NORTH WESTERN.	1,20,20,130	3·10	1,01,45,387	2·64	1,01,86,760	2·72	82,82,706	2·23	57,07,543	1·79
XXI	ODDH AND ROHILKHAND	49,42,458	5·46	37,54,478	4·15	42,04,076	4·66	30,16,005	3·38	31,35,249	3·53
XXII	EASTERN BENGAL	43,53,163	7·78	39,02,260	7·08	41,50,936	7·75	37,82,833	7·25	29,93,938	5·79
	<i>Metre gauge.</i>										
XXIX	EASTERN BENGAL—										
	NORTHERN AND BEHAR SEC- TIONS, INCLUDING THE KAUNIA-DHARLLA (2' 6" GAUGE) BRANCH.	20,21,326	5·45	20,35,441	5·71	19,59,998	5·65	17,19,952	6·13	14,55,208	5·62
	DACCA SECTION	1,57,612	2·36	1,32,620	1·99	80,692	1·21	22,639	0·35	55,635	0·85
XXX	BURMA	(f) 23,71,391	(f) 4·43	23,48,191	4·70	15,73,552	3·18	12,71,960	3·76	15,58,303	5·55
	Lines worked by guaranteed companies.										
	<i>Standard gauge.</i>										
XXXV	GREAT INDIAN PENINSULA	2,34,20,748	8·63	1,91,50,259	7·10	1,80,09,474	6·71	2,17,78,956	8·17	2,12,26,120	8·06
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA	83,08,202	8·97	74,98,178	8·14	76,17,253	8·31	71,19,358	7·82	70,68,816	7·80
XXXVII	MADRAS	39,06,530	3·36	45,21,430	3·93	37,38,422	3·27	35,21,646	3·11	28,80,029	2·60
	Lines owned by native states and worked by companies.										
	<i>Standard gauge.</i>										
I	THE NIZAM'S GUARANTEED STATE	12,57,860	3·30	10,39,590	2·82	7,72,513	2·20	7,57,467	2·29	5,52,905	2·05
	Lines owned and worked by native states.										
	<i>Metre gauge.</i>										
LX	BEÁVNAGAR-GONDAL-JUNÁGARH- FORBANDAR	4,75,736	2·85	6,00,267	3·65	5,99,831	3·79	5,53,675	5·90	14,42,103	4·60

(a) Includes the Patna-Gya State railway only.
 (b) Excludes the Bhopal-Itarsi railway.
 (c) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 10,90,014).
 (d) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr State railway.
 (e) Includes the Pondicherry railway.
 (f) Includes the Toungoo-Mandalay extension and the Mu Valley State railway.

14. Statement No. 17 on pages 84 to 87 gives the general results of working of the principal standard and metre gauge lines during 1891.

The average gross earnings per total train-mile were Rs. 4.39 on the standard gauge and Rs. 3.01 on the metre gauge, the highest on the standard gauge being Rs. 5.46 on the Bombay, Baroda and Central India railway, and the lowest Rs. 3.10 on the Indian Midland railway; the highest on the metre gauge was Rs. 3.49 on the Burma State railway, and the lowest Rs. 2.21 on the Dacca section of the Eastern Bengal State railway.

The average working expenses per total train-mile were Rs. 1.98 on the standard gauge and Rs. 1.58 on the metre gauge, the highest being Rs. 2.40 on the Bengal-Nágpur and the Nizam's Guaranteed State railways, standard gauge; and Rs. 2.16 on the Bhávnagar-Gondal-Junágarh-Porbandar railway, metre gauge.

The percentage of working expenses on gross earnings ranged on the standard gauge from 27.02 on the East Indian railway to 66.89 on the Indian Midland railway, and on the metre gauge from 40.04 on the Bengal and North Western railway to 67.79 on the Bhávnagar-Gondal-Junágarh-Porbandar railway, the average of the standard gauge lines being 45.16 and of the metre gauge 52.45.

The average coaching earnings per coaching train-mile were Rs. 3.38 on the standard gauge and Rs. 3.03 on the metre gauge, the highest on the standard gauge being Rs. 4.13 on the East Indian railway, and the lowest Rs. 2.63 on the Indian Midland railway; the highest on the metre gauge was Rs. 4.19 on the Burma State railway, and the lowest Rs. 2.35 on the Dacca section of the Eastern Bengal State railway.

The average number of passengers carried in a passenger train was 218 on the standard gauge and 231 on the metre gauge, the highest on the standard gauge being 269.08 on the Madras railway and the lowest 155.36 on the Indian Midland railway; the highest on the metre gauge was 290.41 on the Bengal and North Western railway, and the lowest 162.68 on the Dacca section of the Eastern Bengal State railway.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0.59 pie on the East Indian railway, on which line the average sum received for this work was 2.69 pies. On the metre gauge the lowest average cost was 0.60 pie on the Bengal and North Western railway, the average receipts being 1.94 pies.

The average distance travelled by a passenger was on the standard gauge 45.50 miles and on the metre gauge 40.11 miles.

The average goods earnings per goods train-mile were Rs. 4.86 on the standard gauge and Rs. 2.85 on the metre gauge, the highest on the standard gauge being Rs. 7.20 on the Bombay, Baroda and Central India railway, and the lowest Rs. 3.22 on the Indian Midland railway; the highest on the metre gauge was Rs. 3.28 on the Rajputana-Malwa railway, and the lowest Rs. 1.75 on the Dacca section of the Eastern Bengal State railway.

The lowest average cost of hauling one ton of goods one mile was 1.59 pies on the East Indian railway, standard gauge, and 2.73 pies on the Bengal and North Western railway, metre gauge; the average sums received on these lines for doing this work being 5.70 pies and 6.48 pies respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 188.03 miles and on the metre gauge 136.02 miles.

15. Statement No. 18 on pages 88 and 89 shows the direct annual loss or gain to the State from railway outlay during each financial year from 1858-59.

16. Statements relating to guaranteed railway transactions are given on pages 90 to 93. Where the transactions are stated in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis the guaranteed lines are shown (*vide* Statement No. 21, page 92) to have returned a net revenue of £3,266,586. The guaranteed interest is £2,151,338, and the net earnings are shown to be in excess of guaranteed interest by £1,115,248. This, however, does not represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England. The true results to the State from the working of the guaranteed railways for the year 1891 are given in Statement No. 22 on page 93. The net

earnings were Rs. 3,56,35,480 and the guaranteed interest was Rs. 3,00,11,444, showing an excess of net revenue over guaranteed interest of Rs. 56,24,036, and deducting the contributions to Provident Funds, the true surplus was Rs. 53,70,914. Taking into account the share of surplus profits for the two half-years of 1891 (*vide* Statement No. 20, page 91) payable to the companies amounting to Rs. 69,95,356, the net charge to the State for the year is shown to be Rs. 16,24,442.

The surplus profits realised on the guaranteed railways amounted to Rs. 1,39,90,712 as compared with Rs. 93,46,296 in 1890 and Rs. 83,46,437 in 1889.

17. The financial results of the state lines worked by state agency (excluding the Pishin section and the Sind-Sagar and Kushálgarh branches of the North-Western railway) for 1890 and 1891 are summarised in the following table:

Railway.	1890.				
	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses to gross earnings.	Percentage of net earnings on capital outlay, including suspense.
	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Standard.</i>					
North Western*	2,36,63,503	1,31,29,672	1,05,33,831	55.48	3.58
Oudh and Rohilkhand	73,81,396	36,26,918	37,54,478	49.14	4.05
Eastern Bengal	69,94,950	30,92,690	39,02,260	44.21	6.80
<i>Metre.</i>					
Eastern Bengal, including the Kaunia-Dharlla (2' 6" gauge) branch.	44,83,431	23,15,370	21,68,061	51.64	5.12
Burma	54,71,432	31,23,241	23,48,191	57.08	4.58
Total	4,79,94,712	2,52,87,891	2,27,06,821	52.69	4.22
	1891.				
<i>Standard.</i>					
North Western*	2,88,82,039	1,60,58,812	1,28,23,227	55.60	4.36
Oudh and Rohilkhand	85,64,209	36,21,751	49,42,458	42.29	5.33
Eastern Bengal	77,19,358	33,66,195	43,53,163	43.61	7.53
<i>Metre.</i>					
Eastern Bengal, including the Kaunia-Dharlla (2' 6" gauge) branch.	49,56,083	27,77,145	21,78,938	56.04	4.98
Burma	58,55,196	34,83,805	23,71,391	59.50	4.32
Total	5,59,76,885	2,93,07,708	2,66,69,177	52.36	4.90

* Excluding the military sections.

STATEMENT

General results of the working of the principal standard and metre gauge

Pro- gressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED	
		I. East Indian. (b)	III. Bengal-Nagpur. (c)	IV. Indian Midland. (g)	XIX. North Western. (i)	XXI. Oudh and Bohlikhand. .
	<i>Standard gauge.</i>					
1	Miles open on the 31st December 1891 . . . Miles	1,582·64	831·58	734·46	(j)2,302·24	692·55
2	Mean mileage worked during the year . . . „	(o)1,606·88	810·72	(h)753·65	(k)2,395·45	692·55
3	Total capital outlay (open line) . . . Rs.	36,36,70,081	9,07,16,880	9,17,59,717	39,89,41,027	9,27,64,395
4	Total capital outlay per mile open (a) . . . „	2,25,155	1,02,432	1,19,815	(l)1,59,760	1,30,666
5	Coaching earnings . . . „	1,61,22,409	9,30,522	18,38,561	1,00,51,057	38,42,518
6	Goods earnings . . . „	3,32,28,053	39,96,661	26,87,909	2,19,37,447	42,75,549
7	Gross earnings . . . „	5,00,92,946	54,57,356	47,53,675	3,24,66,096	85,64,209
8	Gross earnings per mean mile worked per week, excluding steam-boat earnings . . . „	599	129	121	261	238
9	Working expenses . . . „	1,35,37,500	27,72,904	31,79,741	(m)2,04,45,966	36,21,751
10	Working expenses per cent. of gross earnings . .	27·02	50·81	66·89	62·98	42·29
11	Net earnings . . . Rs.	3,65,55,446	26,84,452	15,73,934	1,20,20,130	49,42,458
12	Net earnings per cent. on capital outlay . . .	10·05	2·96	1·59	3·01	5·33
13	Net earnings per cent. on paid up capital . .	...	2·84	1·55	...	...
14	Passenger train-miles . . . Miles	3,907,624	288,472	699,219	3,005,523	1,049,432
15	Goods train-miles . . . „	5,287,093	865,532	835,511	6,134,830	1,223,020
16	Total train-miles . . . „	9,194,717	1,154,004	1,534,730	9,140,353	2,272,452
17	Coaching earnings per passenger train-mile . . Rs.	4·13	3·23	2·63	3·34	3·66
18	Goods earnings per goods train-mile . . . „	6·28	4·62	3·22	3·58	3·50
19	Gross earnings per train-mile . . . „	5·45	4·73	3·10	3·55	3·77
20	Working expenses per train-mile . . . „	1·47	2·40	2·07	2·24	1·59
21	Net earnings per train-mile . . . „	3·98	2·33	1·03	1·31	2·18
22	Cost of train staff per train-mile . . . Annas	(d)0·93	(f) 0·55	0·65	(n) 0·84	0·74
23	Average number of passengers in a passenger train . . . No.	262·86	225·21	155·36	206·75	241·25
24	Average distance travelled by a passenger . . Miles	67·56	41·78	69·65	59·17	48·18
25	Average number of tons in a goods train . . Tons	211·78	111·33	95·34	127·62	123·30
26	Average distance over which a ton of goods was hauled . . . Miles	223·20	87·35	139·55	192·89	132·69
	Average number of vehicles (excluding brake-vans)—					
27	In each passenger train . . . No.	15·15	18·14	11·00	13·95	11·23
28	In each goods train . . . „	35·50	18·15	28·00	27·11	32·77
29	In each mixed train { Passenger carriages . . „	16·49	6·97	9·00	9·78	7·94
	{ Goods vehicles . . „	3·62	14·37	13·00	4·32	16·19
30	Number of passengers carried one mile . . Unit-miles	1,027,168,587	64,965,892	108,631,029	621,403,851	253,174,858
31	Number of tons of goods carried one mile . . Ton-miles	1,119,688,459	96,355,956	79,653,488	782,939,168	150,796,787
	Average cost of hauling for one mile—					
32	One passenger unit . . . Pies	0·59	1·45	1·64	1·32	0·87
33	One ton of goods . . . „	1·59	3·35	4·56	3·67	2·68
	Average sum received for carrying for one mile—					
34	One passenger unit . . . Pies	2·69	2·42	2·83	2·62	2·65
35	One ton of goods . . . „	5·70	7·96	6·48	5·38	5·44

N.B.—For information given under progressive

No. 17.

railways during the year ending the 31st December 1891:

BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.			LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.	Total and average of principal standard gauge lines.	Pro- gressive No.	REMARKS.
	XXXV. Great Indian Peninsula. (p)	XXXVI. Bombay, Baroda and Central India. (r)	XXXVII. Madras.	L. The Nizam's Guaranteed State. (u)			
XXII. Eastern Bengal.							
248·48	1,491·75	460·90	839·30	(v) 350·67	9,534·57	1	
248·93	1,489·13	460·90	839·30	353·77	9,651·28	2	(a) Excluding steamer service and suspense.
5,78,38,996	27,75,19,781	9,63,95,204	11,89,52,099	4,09,29,868	1,62,94,88,048	3	(b) Includes the Patna-Gya State railway.
2,17,470	2,10,590	(s) 2,02,741	1,38,503	1,12,728	1,67,358	4	(c) Includes 23·24 miles of the Eastern Bengal State railway and 1 mile of the Rajputana-Malwa railway worked over by the Company.
26,33,664	90,87,884	45,11,243	36,14,372	8,19,129	5,34,51,299	5	
43,81,629	3,57,37,728	93,74,364	55,38,684	18,59,997	12,30,18,021	6	(d) Includes the Tarakeshwar and Delbi-Umballa-Kalka railways, and the Asansol-Chakardharpore section of the Bengal-Nágpur railway worked by the East Indian railway.
77,19,358	4,52,55,333	1,41,37,769	93,44,688	27,76,437	18,05,67,867	7	
562	584	590	214	151	359	8	(e) Includes the Asansol-Chakardharpore section worked by the East Indian railway.
33,66,195	(q) 2,18,34,595	58,29,567	54,38,158	(w) 15,18,577	8,15,44,944	9	(f) Excludes the Asansol-Chakardharpore section worked by the East Indian railway.
43·61	48·25	41·23	58·20	54·70	45·16	10	(g) Includes the Bhopal-Itarsi railway, except as regards items 12 and 13.
43,53,163	2,34,20,748	83,08,202	39,06,530	12,57,860	9,90,22,923	11	
7·53	8·44	8·69	3·28	3·18	6·11	12	(h) Includes 2·89 miles of the Rajputana-Malwa railway, 1 mile of the Oudh and Rohilkhand railway, and 15·30 miles of the East Indian railway worked over by the Indian Midland railway.
...	8·52	8·67	3·27	2·89	...	13	
841,850	3,341,816	1,286,331	1,196,258	216,568	15,833,093	14	(i) Includes the Amritsar-Pathankot railway and the Jammu and Kashmir railway (Native state section), except as regards items 1, 3, 4, 11, and 12.
826,060	7,076,199	1,302,451	1,325,969	415,715	25,292,380	15	
1,667,910	10,418,015	2,588,782	2,522,227	632,283	41,125,473	16	(j) Excludes the old Quetta loop which is being reconstructed on a new alignment, but includes 12·60 miles either temporarily closed or constructed, but not opened.
3·13	2·72	3·51	3·02	3·78	3·38	17	
5·30	5·05	7·20	4·18	4·47	4·86	18	
4·63	4·34	5·46	3·70	4·39	4·39	19	(k) Includes also 13 miles of the East Indian railway and the Chenab Weir branch, 10·50 miles, worked over by the North Western railway.
2·02	2·09	2·25	2·15	2·40	1·98	20	(l) Calculated on 2,399·52 miles, which include the old Quetta loop.
2·61	2·25	3·21	1·55	1·99	2·41	21	
(o) 0·70	1·21	(t) 0·54	0·61	0·73	...	22	(m) Includes rent of leased lines, Rs. 1,28,163.
196·52	163·50	228·44	269·08	268·23	218·59	23	(n) Includes the Rájputana-Bhátinda railway.
32·85	42·36	20·45	37·63	51·13	45·50	24	(o) Includes the Bengal Central railway.
115·14	114·57	179·22	110·07	120·67	140·94	25	(p) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti State railways, except as regards items 3, 4, 11, 12, and 13.
118·39	252·77	167·14	123·76	103·25	188·03	26	(q) Includes rent of leased lines (Rs. 5,32,180), but excludes charges incurred direct by the State.
13·92	12·00	11·14	10·49	12·53	...	27	(r) Includes the Pátri Branch, except as regards items 12 and 13.
33·68	26·00	38·31	27·72	21·80	...	28	(s) Includes the State outlay on the Pátri branch (Rs. 8,08,405). Excluding this outlay, the cost per mile is Rs. 2,00,987.
9·91	10·00	8·85	6·97	5·56	...	29	(t) Includes the Gaekwar's Petlád railway.
7·94	7·00	13·86	13·66	16·25	...		(u) Includes the Bezváda extension, except as regards items 11, 12, and 13.
165,440,496	546,387,972	293,847,061	321,884,943	58,089,357	3,460,994,040	30	(v) Of this length, 3·10 miles are worked over twice by every train.
95,118,440	810,728,492	233,429,562	145,945,693	50,166,079	3,564,822,124	31	(w) Includes rent of leased line (Rs. 30,057).
0·98	1·45	1·08	1·06	1·22	...	32	
3·64	3·83	3·36	4·36	3·87	...	33	
2·71	2·71	2·62	1·86	2·36	...	34	
8·84	8·46	7·71	7·29	7·12	...	35	

numbers 1 to 12, 14 to 21, and 30 and 31, see also Statements Nos. 24, 25, 26, 27, 29, 30, 39 and 28.

STATEMENT

General results of the working of the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.			
		X. Bengal and North Western— Tirhoot section, Company's section.	XII. Rajputana-Malwa.	XIII. Southern Maharatta. (c)	XV. South Indian. (e)
	<i>Metre gauge.</i>				
1	Miles open on the 31st December 1891 Miles	738-00	1,674-02	1,384-02	908-61
2	Mean mileage worked during the year „	717-00	1,672-56	1,361-31	883-43
3	Total capital outlay (open line) Rs.	4,90,65,720	12,98,10,349	11,12,21,554	6,72,23,597
4	Total capital outlay per mile open (a) „	62,854	75,092	78,560	70,229
5	Coaching earnings „	19,96,749	62,71,472	26,52,855	37,57,705
6	Goods earnings „	23,57,102	1,52,52,527	33,44,379	32,31,034
7	Gross earnings „	49,66,188	2,17,89,569	61,43,473	70,56,862
8	Gross earnings per mean mile worked per week, excluding steam- boat earnings. „	121	251	87	154
9	Working expenses. „	19,88,347	94,72,504	40,69,915	46,07,131
10	Working expenses per cent. of gross earnings	40-04	43-47	66-25	65-29
11	Net earnings Rs.	29,77,841	1,23,17,065	20,73,558	24,49,731
12	Net earnings per cent. on capital outlay	6-67	9-49	1-86	3-64
13	Net earnings per cent. on paid up capital	...	...	(d) 1-85	...
14	Passenger train-miles Miles	637,938	2,065,054	1,061,928	1,321,986
15	Goods train-miles „	899,111	4,653,331	1,392,036	1,585,224
16	Total train-miles „	1,537,049	6,718,385	2,453,964	2,907,210
17	Coaching earnings per passenger train-mile Rs.	3-13	3-04	2-50	2-84
18	Goods earnings per goods train-mile „	2-62	3-28	2-40	2-04
19	Gross earnings per train-mile „	3-23	3-24	2-50	2-42
20	Working expenses per train-mile „	1-29	1-41	1-66	1-58
21	Net earnings per train-mile „	1-94	1-83	0-84	0-84
22	Cost of train staff per train-mile Annas	0-53	(b) 0-51	0-53	0-32
23	Average number of passengers in a passenger train No.	290-41	247-23	176-56	249-56
24	Average distance travelled by a passenger Miles	37-97	53-03	41-42	34-07
25	Average number of tons in a goods train Tons	77-64	97-06	55-12	51-89
26	Average distance over which a ton of goods was hauled Miles	104-85	282-88	101-98	50-68
	Average number of vehicles (excluding brake-vans) —				
27	In each passenger train No.	20-00	12-71	7-72	17-28
28	In each goods train „	32-00	24-09	21-78	16-62
29	In each mixed train { Passenger carriages „ Goods vehicles „	12-00 13-00	12-17 9-64	7-21 10-74	11-78 10-42
30	Number of passengers carried one mile Unit-miles	185,265,201	510,551,594	187,497,666	329,916,790
31	Number of tons of goods carried one mile Ton-miles	69,805,341	451,669,594	76,723,107	82,249,741
	Average cost of hauling for one mile—				
32	One passenger unit Pies	0-60	0-69	1-79	1-04
33	One ton of goods „	2-73	3-08	5-97	5-86
	Average sum received for carrying for one mile—				
34	One passenger unit Pies	1-94	2-11	2-44	2-06
35	One ton of goods „	6-48	6-48	8-37	7-54

N.B.—For information given under progressive numbers 1 to 12, 14 to 21

No. 17—concl'd.

railways during the year ending the 31st December 1891—concl'd.

STATE LINES WORKED BY THE STATE.			LINES OWNED AND WORKED BY NATIVE STATES.	Total and average of principal metre gauge lines.	Progressive No.	REMARKS.
XXIX—EASTERN BENGAL.		XXX. Burma. (f)	LX. Bhavnagar-Gondal-Junágarh-Porbandar.			
Northern and Behar sections, including the Kaunia-Dharilla (2' 6" gauge) branch.	Dacca section.					
442.17	85.92	615.00	(g) 329.22	6,176.96	1	
442.17	85.92	583.38	333.69	6,079.46	2	(a) Excluding steamer service and suspense.
3,71,07,865	66,76,189	5,49,09,125	1,71,24,771	47,31,39,170	3	(b) Includes the Gaekwar's Mchána railway.
81,818	77.702	87,087	50,761	74,107	4	(c) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr State railway.
15,77,883	3,03,984	34,19,266	8,14,967	2,07,94,861	5	(d) Excludes the Kolhápúr State railway.
25,45,930	1,02,832	23,54,622	6,26,142	2,98,14,568	6	(e) Includes the Pondicherry railway.
45,40,163	4,15,915	58,55,196	14,77,283	5,22,44,634	7	(f) Includes the Toungoo-Mandalay extension and the Mu Valley State railway.
181	93	193	85	163	8	(g) Excludes 4.50 miles of State mileage in dock estates and quarry lines constructed and maintained by the States themselves.
25,13,842	2,58,303	34,83,805	10,01,477	2,74,00,324	9	
55.48	62.10	59.50	67.79	52.45	10	
20,21,326	1,57,612	23,71,391	4,75,786	2,48,44,310	11	
5.45	2.36	4.32	2.78	5.25	12	
...	...	...	...	...	13	
555,098	129,284	815,447	270,136	6,856,871	14	
832,850	58,726	861,745	193,657	10,476,680	15	
1,387,948	188,010	1,677,192	463,793	17,333,551	16	
2.84	2.35	4.19	3.02	3.03	17	
3.06	1.75	2.73	3.23	2.85	18	
3.27	2.21	3.49	3.19	3.01	19	
1.81	1.37	2.08	2.16	1.58	20	
1.46	0.84	1.41	1.03	1.43	21	
0.46	0.44	0.74	0.36	...	22	
175.65	182.68	243.59	192.92	230.79	23	
32.79	22.99	35.85	39.75	40.11	24	
64.23	39.76	73.07	62.52	77.44	25	
119.42	50.94	93.01	77.51	136.02	26	
14.64	13.91	19.50	10.72	...	27	
32.86	21.40	30.60	28.25	...	28	
9.31	12.51	12.72	11.08	...	29	
10.86	5.52	16.53	8.69	...		
97,503,424	21,031,512	198,631,214	52,114,406	1,582,511,807	30	
53,497,221	2,334,967	62,968,325	12,108,231	811,361,527	31	
1.19	1.19	1.39	1.77	...	32	
5.21	5.21	5.97	7.26	...	33	
2.72	2.61	3.12	2.84	...	34	
9.14	8.46	7.18	9.93	...	35	

and 30 and 31, see also statements Nos. 24, 25, 26, 27, 28, 30, 39 and 28.

STATEMENT

Direct annual gain or loss to the State

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND, PUNJAB AND DELHI, OUDH AND ROHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1872-73).					STATE RAILWAYS (INCLUDING PUNJAB AND DELHI, OUDH INDIAN RAILWAYS	
	Capital raised to end of each year.	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less moiety of surplus profits paid to companies.	Guaranteed interest.	Loss or gain to the State. — or +	Capital expended to end of each year.	Net traffic receipts.
	£	£	Rx.	Rx.	Rx.	Rx.	Rx.
1858-59	22,998,405	19,151,531	232,365	838,411	—606,046	...	...
1859-60	28,573,287	26,322,995	403,057	1,199,929	—796,872	...	...
1860-61	34,397,817	33,901,710	389,413	1,485,745	—1,096,332	...	...
1861-62	42,979,539	40,503,922	391,162	1,788,153	—1,396,991	...	...
1862-63	48,218,541	46,367,266	625,615	2,166,755	—1,541,140	...	...
1863-64	54,332,994	51,122,919	821,548	2,456,182	—1,634,634	...	...
1864-65	57,541,917	55,245,159	1,129,851	2,683,787	—1,553,936	...	...
1865-66	60,860,247	60,882,025	2,865,574	2,889,241	—23,667	...	...
1866-67	67,258,917	68,179,728	2,347,085	3,031,087	—684,002	107,195	...
1867-68	76,571,751	75,299,809	1,989,112	3,480,677	—1,491,565	107,789	...
1868-69	82,417,905	79,167,736	2,229,509	3,881,013	—1,651,504	671,908	—1,379
1869-70	86,773,325	83,910,587	2,627,941	4,126,025	—1,498,084	866,845	—790
1870-71	91,426,816	87,686,857	2,556,707	4,341,609	—1,784,902	1,310,024	68
1871-72	93,550,303	90,183,585	2,877,153	4,542,183	—1,665,030	1,956,019	—4,063
1872-73	40,927,588	40,354,274	1,146,031	2,160,243	—1,014,212	22,817,477	64,258
1873-74	41,383,610	39,402,681	1,218,075	2,185,593	—967,518	26,681,859	367,256
1874-75	41,475,723	40,794,561	1,309,073	2,204,254	—895,181	30,230,869	685,917
1875-76	41,602,269	40,531,949	1,490,240	2,263,668	—773,428	34,666,155	980,964
1876-77	40,938,162	40,679,454	1,899,241	2,386,500	—487,259	38,299,843	760,501
1877-78	41,578,085	41,301,759	2,327,993	2,331,834	—3,841	42,960,878	1,230,068
1878-79	42,076,818	41,682,705	1,619,109	2,473,255	—854,146	46,943,979	1,050,577
1879-80	42,459,774	41,764,715	1,448,896	2,481,400	—1,032,504	51,998,042	1,256,806
1880-81	42,459,894	41,742,884	1,722,573	2,488,599	—766,026	57,547,036	1,726,468
1881-82	42,334,507	42,075,110	2,343,565	2,496,263	—152,698	60,778,069	1,776,940
1882-83	42,434,702	42,168,326	2,132,401	2,533,920	—401,519	63,176,909	2,049,258
1883-84	42,928,295	42,629,697	2,137,094	2,539,530	—402,436	67,673,014	2,357,221
1884-85	42,642,378	43,096,508	2,293,615	2,588,135	—294,520	73,967,897	2,478,256
1885-86	43,788,878	43,682,117	2,503,229	2,761,684	—258,455	83,233,965	3,039,267
1886-87	43,863,578	43,529,450	2,662,601	2,908,441	—245,840	88,989,081	3,007,377
1887-88	44,103,578	43,837,158	2,494,404	3,007,228	—512,824	91,604,380	2,634,299
1888-89	44,103,278	44,343,227	2,742,916	3,105,916	—363,000	93,989,955	3,115,934
1889-90	45,153,796	44,628,363	2,521,976	3,084,675	—562,699	96,706,641	3,670,528
1890-91	44,342,096	45,091,263	2,841,185	2,844,547	—3,362	**99,533,472	3,827,380
TOTAL	...	...	60,340,309	87,756,482	—27,416,173	...	36,083,111
1891-92 . Revised	45,253,796	45,155,063	2,730,200	3,074,500	—344,300	102,856,282	4,141,250
1892-93 . Budget	45,403,796	45,477,963	2,709,500	3,256,300	—546,800	107,354,382	3,863,750
GRAND TOTAL	...	...	65,780,009	94,087,282	—28,307,273	...	44,088,111

* This sum is thus arrived at :—
(a) Capital of East Indian railway at time of purchase £ 26,200,000
25 per cent. premium thereon £ 6,550,000
Debentures and debenture stock £ 4,450,000
Outlay subsequent to purchase Rx. 154,248
TOTAL . . . Rx. 37,354,248

(a) Of these amounts, £27,623,386 will be redeemed by an annuity terminable in 1953, which annuity is entered in the column "Interest and annuity."
† Interest on Capital outlay calculated at 4 per cent., except on £ 1,000,000 lent by His Highness the Maharajah Holkar for the construction of the Holkar State railway, on which 4½ per cent. is paid by the State.
‡ Includes Capital expenditure on Eastern Bengal railway prior to purchase as under :
Share capital at time of purchase £ 2,255,480
Premium on share capital at time of purchase 1,135,437
Debentures and debenture stock 1,023,658
TOTAL . . . 4,415,575

§ Includes capital expenditure on the Sind, Punjab and Delhi railway prior to purchase as under :
Share capital at time of purchase £ 11,075,320
Premium on share capital at time of purchase 2,933,804
TOTAL . . . 14,009,124

NOTE.—The figures from 1872-73 include "Loss by exchange," and the results shown against state railways from 1880-81 and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

No. 18.

from railway outlay since 1858.

EASTERN BENGAL, SIND, AND ROHILKHAND, AND SOUTH FROM 1872-73).		IMPERIAL LINES IN THE HANDS OF COMPANIES.			EAST INDIAN RAILWAY.				Total loss or gain to State — or +
Interest† and annuity.	Loss or gain to State. — or +	Net traffic receipts, less surplus profits paid to companies.	Interest. ‡	Loss or gain to State. — or +	Capital expended.	Net traffic receipts, less surplus paid to share- holders.	Interest and annuity.	Loss or gain to State. — or +	Rx.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
...	...	...	...	...	...	...	...	...	—606,046
...	...	...	...	...	...	...	...	...	—796,872
...	...	...	...	...	...	...	...	...	—1,086,332
...	...	...	...	...	...	...	...	...	—1,396,991
...	...	...	...	...	...	...	...	...	—1,541,140
...	...	...	...	...	...	...	...	...	—1,634,634
...	...	...	...	...	...	...	...	...	—1,553,936
...	...	...	...	...	...	...	...	...	—28,667
...	...	...	...	...	...	...	...	...	—684,002
14	—14	...	...	...	...	...	...	...	—1,491,579
12,455	—13,834	...	...	...	...	...	...	...	—1,665,338
29,180	—29,970	...	...	...	...	...	...	...	—1,528,054
43,585	—43,517	...	...	...	...	...	...	...	—1,828,419
68,199	—72,262	...	...	...	...	...	...	...	—1,737,292
1,224,027	—1,159,769	...	...	...	30,890,008	1,580,730	1,585,705	—4,975	—2,178,956
1,348,812	—981,556	...	...	...	31,134,207	1,940,651	1,612,017	+328,634	—1,620,440
1,508,151	—822,234	...	...	...	30,502,139	1,791,475	1,620,092	+171,383	—1,546,032
1,679,140	—698,176	...	...	...	30,555,352	1,679,818	1,636,883	+42,935	—1,428,669
1,882,269	—1,121,768	...	...	...	30,572,988	2,248,376	1,740,742	+507,634	—1,101,393
2,029,948	—799,880	...	...	...	30,730,968	2,456,326	1,714,209	+742,117	—61,604
2,278,250	—1,227,673	...	...	...	31,028,281	1,924,373	1,812,068	+112,305	—1,969,514
2,453,822	—1,197,016	...	...	...	*37,354,248	2,545,291	1,803,282	+742,009	—1,487,511
2,627,468	—901,000	...	...	...	37,772,683	2,399,791	1,661,493	+738,298	—928,728
2,829,129	—1,052,189	...	2,426	—2,426	38,227,945	3,063,741	2,002,181	+1,061,560	—145,753
3,025,781	—976,523	...	45,233	—45,233	38,376,142	2,531,943	2,062,359	+469,584	—953,691
3,101,009	—743,788	—95	116,301	—116,396	38,609,440	3,002,620	2,052,418	+950,202	—312,418
3,269,953	—791,697	61	162,791	—162,730	38,888,632	2,481,190	2,084,856	+396,334	—352,613
3,666,647	—627,380	20,932	257,716	—236,784	39,136,150	2,821,318	2,207,459	+613,859	—508,760
4,025,423	—1,018,046	66,238	471,590	—406,352	39,295,008	2,985,440	2,293,993	+686,447	—982,791
4,207,899	—1,573,600	182,448	641,601	—459,153	39,353,295	2,940,636	2,370,534	+570,102	—1,975,475
4,421,099	—1,305,165	208,455	906,631	—698,176	39,349,684	2,781,172	2,505,173	+275,999	—2,090,342
4,368,011	—697,483	266,129	1,019,921	—753,792	39,487,123	2,791,493	2,380,914	+410,579	—1,603,395
4,334,194	—496,814	336,726	1,038,859	—702,133	39,472,891	2,943,932	2,200,442	+743,490	—458,819
54,434,465	—18,351,354	1,080,894	4,663,069	—3,582,175	...	46,910,316	37,351,820	+9,558,496	—39,791,206
4,495,500	—354,250	628,300	1,208,900	—580,600	39,407,191	3,255,300	2,360,600	+894,700	—384,450
4,751,600	—887,850	667,500	1,326,500	—659,000	39,707,291	3,133,800	2,460,300	+673,500	—1,420,150
63,681,565	—19,593,454	2,376,694	7,198,469	—4,821,775	...	53,299,416	42,172,720	+11,126,696	—41,595,806

† Includes the following amounts for advances and repayments of advances of interest:—

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92, Revised.	1892-93, Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rs.	Rx.	Rx.	Rx.	Rx.
Advances	5,188	16,807	34,154	45,239	...	...	...	...	...	...	...	...
Repayments	2,762	4,524	3,249	618	119	1,616	24,764	42,768	49,103	31,480	23,800	28,800
Net	2,426	12,283	30,905	44,621	—119	—1,616	—24,764	—42,768	—49,103	—31,480	—23,800	—28,800

‡ Includes £10,336,049 on account of purchase-money of the Oudh and Rohilkhand railway.

** Includes the following amounts in connection with the acquisition of the South Indian railway by the State:

Debt created for redemption of share capital	4,197,557
Less—Capital deposited by the new Company	1,000,000
	3,197,557
Debenture stock taken over	425,000
Debentures taken over	1,070,000
TOTAL	4,692,557

STATEMENT No. 19.

Guaranteed interest—Indian railways.

Total amount of interest advanced to each of the undermentioned railway companies to the 31st December 1891.

Serial No.	RAILWAY COMPANY.	Interest advanced to the 31st December 1890.	INTEREST ADVANCED DURING 1891.				TOTAL.
			England.	India.	Interest charged on overdrawn capital. (a)	Total.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
xxxv	Great Indian Peninsula .	30,938,264 2 2	1,185,471 15 2	2,085 15 0	12,788 6 8	1,200,345 16 10	32,138,609 19 0
xxxvi	Bombay, Baroda and Central India .	10,744,721 3 11	412,395 1 4	275 15 2	18,137 8 5	430,808 4 11	11,175,529 8 10
xxxvii	Madras .	14,687,272 18 0	527,813 12 1	...	793 3 6	528,606 15 7	15,215,879 13 7
	TOTAL .	56,370,258 4 1	2,125,680 8 7	2,361 10 2	31,718 18 7	2,159,760 17 4	58,530,019 1 5

(a) Interest on overdrawn capital is for the year 1891, being charged in that year by transfer entry.

Statement showing approximately the amount advanced on account of guaranteed interest to the undermentioned railway companies to the 30th June 1891.

Serial No.	RAILWAY COMPANY.	Total amount advanced to the 31st December 1891. (b)	Aggregate of net revenue balance for the several half-years to the 30th June 1891.	Net amount advanced.
		£	£	£
xxxv	Great Indian Peninsula .	32,138,610	28,266,053	3,872,557
xxxvi	Bombay, Baroda and Central India	11,175,529	9,102,437	2,073,092
xxxvii	Madras .	15,215,880	7,283,789	7,932,091
	TOTAL .	58,530,019	44,652,279	13,877,740

(b) Represents interest due up to the 30th June 1891 only, the interest for the half-year ended the 31st December 1891 not being paid until the succeeding half-year.

NOTE.—Rupees converted into sterling at the contract rates of exchange.

STATEMENT No. 20.

Amount of total surplus profits earned on guaranteed railways for distribution between Government and railway companies to the 31st December 1891, inclusive.

Serial No.	RAILWAY.	To end of 1879.	HALF-YEAR ENDING														TOTAL.
			June 1890.	December 1890.	June 1891.	December 1891.	June 1892.	December 1892.	June 1893.	December 1893.	June 1894.	December 1894.	June 1895.	December 1895.	June 1896.	December 1896.	
I	East Indian*	Rs. 6,38,77,395	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Rs. 6,38,77,395
XXXV	Great Indian Peninsula.	1,36,75,342	11,08,102	...	13,614	64,37,716	...	...	66,62,396	...	49,51,342	...	54,04,778	...	66,37,631	13,71,491	Rs. 1,08,78,016
XXXVI	Bombay, Baroda and Central India.	4,02,862	†	...	...	16,12,691	...	...	22,03,363	86,214	27,05,193	...	22,46,727	6,66,993	27,31,519	6,61,096	31,79,971
	Eastern Bengal	36,89,459	10,82,146	...	16,83,789	1,86,963	17,80,680	...	4,95,556	5,04,820	†	...	...	...	...	...	...
	Sind, Punjab and Dehli.	...	42,240	...	...	...	...	...	...	...	...	...	2,54,555	...	†	...	...
	South Indian*	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Rs. 2,92,112
	TOTAL	8,15,41,047	11,50,342	10,82,146	16,47,403	82,17,380	17,69,080	...	93,51,805	5,91,043	76,56,535	...	79,06,090	6,66,993	93,69,240	20,38,527	18,21,72,130

* Surplus profits of the East Indian and South Indian railways after transfer to the State are omitted from this statement.
† Surplus profits were earned by the Bombay, Baroda and Central India Railway Company during the half-year, but no division took place owing to the special agreement that all surplus profits should be applied to the reconstruction of the Nerbudda Bridge.
‡ The Eastern Bengal and Sind, Punjab and Dehli railways were taken over by the State from the 1st July 1884 and the 1st January 1886 respectively, and are now worked under State management.

STATEMENT No. 21.

Guaranteed railways.

NOTE.—Rupees converted into sterling at the contract rates of exchange.

YEAR.	Capital expend- ed to the 31st March.	Net revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31st December.	Interest in excess of revenue.	Revenue in excess of interest.
	£	£	£	£	£
1870 . . .	83,910,587	2,846,600	4,344,113	1,497,513	...
1871 . . .	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 . . .	90,183,585	2,869,223	4,603,853	1,734,630	...
1873 . . .	90,660,830	3,185,069	4,613,573	1,428,504	...
1874 . . .	91,353,883	3,956,071	4,651,088	695,017	...
.					
1875 . . .	92,441,794	3,576,514	4,641,979	1,065,465	...
1876 . . .	93,392,600	4,442,430	4,658,947	216,517	...
1877 . . .	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 . . .	95,430,863	5,002,028	4,708,134	...	293,894
1879 . . .	96,444,666	5,062,188	4,748,233	...	313,955
.					
1880* . . .	65,907,288	2,662,213	3,263,179	600,966	...
1881. . . .	66,349,320	3,110,824	3,272,651	161,827	...
1882 . . .	67,021,755	3,319,439	3,279,407	...	40,032
1883 . . .	67,431,448	3,542,973	3,289,439	...	253,534
1884 . . .	68,769,369	3,207,313	3,243,015	35,702	...
.					
1885† . . .	66,658,570	3,505,142	3,191,169	...	313,973
1886‡ . . .	56,814,758	3,378,242	2,702,701	...	675,541
1887 . . .	57,046,325	3,326,485	2,725,445	...	601,040
1888 . . .	57,694,898	3,433,689	2,688,848	...	744,841
1889§ . . .	49,045,463	2,853,584	2,345,383	...	508,201
.					
1890 . . .	49,385,293	3,107,217	2,361,094	...	746,123
1891|| . . .	45,091,263	3,266,586	2,151,338	...	1,115,248

* East Indian railway excluded from this and subsequent years.
† Eastern Bengal railway ditto ditto.
‡ Sind, Punjab and Delhi railway ditto ditto.
§ Oudh and Rohilkhand railway ditto ditto.
|| South Indian railway ditto ditto.

STATEMENT No. 22.

Result of working the guaranteed railways for the year ending the 31st December 1891.

Serial No.	RAILWAY.	Net revenue.	Guaranteed interest.		Guaranteed interest, Sterling converted at contract rates.	Guaranteed interest, Sterling converted at average rates of exchange.	Contribution to Provident Fund.	Surplus for division 3— (5+7).	Deficit at contract rates. (5—8).	EXTRA DIVIDEND IN EXCESS OF GUARANTEED INTEREST RECEIVED BY COMPANIES AS SURPLUS PROFITS.		True surplus or deficit 3 — (6+7).
			England.	India.						Rate per cent. for half-year ending the 30th June 1891.	Rate per cent. for half-year ending the 31st December 1891.	
1	2	3	4		5	6	7	8	9	10	11	12
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	£ s. d.	£ s. d.	Rs.
XXXV	GREAT INDIAN PENINSULA	2,34,20,748	1,185,439	1,62,219	1,30,94,284	1,67,57,262	1,70,040	1,01,56,424	...	1 16 6	...	+ 64,93,446
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA	83,08,202	404,396	2,00,837	46,12,424	58,61,996	83,082	36,12,696	...	1 15 0	0 10 0*	+ 23,63,124
XXXVII	MADRAS	39,06,530	527,430	8,653	57,62,439	73,92,186	...	...	18,55,909	...	...	— 34,85,656
	TOTAL	3,56,35,480	2,117,265	3,71,709	2,34,69,147	3,00,11,444	2,53,122	1,37,69,120	18,55,909	...	...	+ 53,70,914

* Estimated.

CHAPTER VIII.

Revenue transactions and Traffic working.

The following paragraphs show the principal features in the working of the standard and metre gauge railways during the year 1891. Statements giving detailed statistics for these railways will be found on pages 110 to 135.

East Indian, including the Patna-Gya State Railway (Standard gauge).

2. The gross earnings amounted to Rs. 5,00,92,946 compared with Rs. 4,39,56,842 in 1890, or an increase of Rs. 61,36,104, while the working expenses fell from Rs. 1,41,52,196 to Rs. 1,35,37,500, resulting in an increase of Rs. 67,50,800 in the net earnings.

There was an increase of 944,815 in the number of passengers carried and of Rs. 12,35,712 in earnings, due to the occurrence of important bathing and other *mélas*, also to the celebration of Hindu marriages owing to the year having been considered auspicious.

The tonnage of goods carried rose from 4,365,202 tons to 5,016,457 tons, and the earnings from Rs. 2,82,64,310 to Rs. 3,32,28,053. The increase was chiefly due to an improvement in the traffic in wheat and oilseeds owing to a strong demand for shipment to Europe, and to larger upward movements of rice to the North-Western Provinces and Oudh owing to high prices prevailing in those districts consequent on a deficient harvest. There was also a considerable increase in the traffic in coal for the public owing to an improvement in the demand for export and for use in mills. In the accounts of the second half-year a sum of Rs. 6,00,932, representing additional charges claimed by the Company in respect of coal carried for State railways from January 1889, to September 1891, was included.

Bengal-Nágpur Railway (Standard gauge).

3. The mean mileage worked was 810·72 miles against 545·65 miles in 1890, the increase being due to the linking in during 1891 of the main line between Goilkerá and Jharsuguda (Sambulpur road), and of the branch line between Biláspur and Birsinghpur.

The gross earnings increased from Rs. 28,64,578 to Rs. 54,57,356 and the working expenses from Rs. 23,17,115 to Rs. 27,72,904. The net earnings amounted to Rs. 26,84,452, or Rs. 21,36,989 more than in the previous year.

The increase in the number of passengers carried and in the earnings therefrom amounted to 441,022 and Rs. 3,18,061, respectively. Of the increase in the earnings, Rs. 2,97,177 was derived from the fourth or lowest class passengers, due principally to the opening through of the shorter routes to the North-West and Bengal *viâ* Katni and Ásansol respectively, and to the reduction in the fare for the carriage of this class of passengers.

The tonnage of goods carried rose from 842,761 tons to 1,103,060 tons and the earnings from Rs. 21,01,475 to Rs. 39,96,661, or by Rs. 18,95,186. The principal increases occurred under "Grains," "Oilseeds," and "Jute" and amounted to Rs. 10,19,058, Rs. 1,78,794, and Rs. 68,315 respectively. The increase in the grain traffic was due to abnormal demand for wheat and rice at Bombay for export to Europe. Large quantities of Chhattisgarh rice were also despatched to the North-West, Central India, Rajputana, and the Berars. The demand for gunny bags to meet the export of grains accounts for the increase under "Jute," while the increase under "Oilseeds" was principally due to larger quantities having been booked to Bombay in consequence of favourable harvests.

The increase in the working expenses was due to the increased mileage worked. There was, however, a decrease under "Maintenance of way, works, and stations" due to a credit to revenue of a sum of Rs. 2,18,248, being the share of engineering establishment chargeable to capital which had previously been debited to revenue.

Indian Midland Railway System (Standard gauge).

4. The gross earnings of the line, including the Bhopal-Itársi State railway, amounted to Rs. 47,53,675 and the working expenses to Rs. 31,79,741 against Rs. 35,09,178 and Rs. 29,82,064 respectively in the previous year. The net earnings amounted to Rs. 15,73,934 against Rs. 5,27,114.

The number of passengers carried during the year was 1,559,635 against 1,480,374, the earnings on this account being Rs. 16,02,901 against Rs. 14,41,435.

The tonnage of goods lifted was 570,793 and the earnings therefrom Rs. 26,87,909 against 658,709 tons and Rs. 17,87,906 respectively in 1890.

The decrease in the tonnage lifted with increased earnings was consequent on the completion of construction works and to large quantities of ballast, on which a nominal rate is charged, having been carried on capital account during 1890.

There was a considerable increase in the traffic in wheat, chiefly owing to larger shipments to English and other continental ports. The traffic in oil-seeds also showed improvement.

The principal fluctuations in the working expenses were a decrease of Rs. 3,43,762 under "Maintenance of way, works, and stations" and increases of Rs. 2,32,581 and Rs. 2,23,531 under "Locomotive" and "Special and miscellaneous expenditure" respectively. The decrease in the maintenance charges was due to reduction of engineering establishment and maintenance gangs. In 1890 special expenditure was incurred in renewals on the late Sindia railway, while in 1891 there were no charges on this account. The increase in the "Locomotive expenses" was consequent on the larger traffic worked, and that under "Special and miscellaneous expenditure" was due to the provision of larger sums for payments on account of running powers over foreign lines.

Out-agencies were opened at Sehore, Sironj, Damoh, Garakota, Rath, Rajapur, Sabalgarh, and Sumpther with a view to offering facilities to merchants doing business at a distance from the line of railway in the receipt and despatch of goods. Seven new crossing and flag stations were also opened during the year.

A ticket, parcel, and general information office was also opened in the native city of Gwalior on 1st May.

Arrangements were made with the Great Indian Peninsula railway to run through luggage vans on the up and down mail trains between Bombay and Tundla.

From the 1st March the up and down mail train service was accelerated between Itársi and Tundla and Cawnpore in order to allow connections to be made and permit of a saving of one day in the journey between Madras and the North-West Provinces.

Bengal and North Western Railway System (Metre gauge).

5. The mean mileage worked during 1891 was 717·00 miles against 670·75 miles in the previous year, the increase being due to the opening of the Chupra-Revelganj and Gonda-Colonelganj branches of the Company's section and of the Riga-Dhang branch of the Tirhoot section.

The gross earnings of the combined system amounted to Rs. 49,66,188 against Rs. 46,01,592, the working expenses to Rs. 19,88,347 against Rs. 20,28,228, and the net earnings to Rs. 29,77,841 against Rs. 25,73,364.

Taking the two sections separately, the results of working during the years 1890 and 1891 compare as under :

	Gross earnings.		Working expenses.		Net earnings.	
	1890.	1891.	1890.	1891.	1890.	1891.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Company's section	22,08,788	24,76,910	9,56,390	8,52,917	12,52,398	16,23,993
Tirhoot section	23,92,804	24,89,279	10,71,837	11,35,431	13,20,966	13,53,848

During the year 4,878,654 passengers were carried, the earnings being Rs. 18,74,226 against 4,601,525 passengers and earnings amounting to Rs. 16,86,251 in 1890. The increase was chiefly in the third class, but there was also a considerable increase in the intermediate and a slight improvement in the second; while the first class showed a trifling decrease in numbers with a small increase in earnings.

The chief increase in the passenger traffic occurred on the Tirhoot section, and was partly due to the opening of the Riga-Dhang branch and to the development of the coolie traffic between Behar and Northern Bengal, consequent on the opening of the Khanwa Ghát extension, and partly to the *Ardhodoya Joge méla* held in February, when large numbers of passengers went to Semária and Paleza Gháts to bathe in the Ganges.

The tonnage of goods carried amounted to 665,741 against 709,855 tons in 1890, and the earnings to Rs. 23,57,102 against Rs. 22,85,143.

In wheat there was an increase of 11,029 tons and of Rs. 43,022, and in linseed an increase of 16,766 tons and of Rs. 59,437. In the first-half of the year there was an increase of 6,112 tons and of Rs. 78,541 in rice, but in the second-half this staple decreased by 37,684 tons and Rs. 1,21,316, due to a deficient and unsuitable rainfall, which caused a failure in the kharif crops, especially rice, on which the traffic of the Tirhoot section so much depends.

Mustard seed, Indian piece-goods, kerosine oil, salt, tobacco, and coal showed satisfactory increases; while there were decreases in saltpetre and timber. The demand for saltpetre for export to Europe fell off during the year.

There was an increase in the goods traffic on the Company's section of Rs. 2,00,140, but a decrease in the traffic on the Tirhoot section of Rs. 1,28,181.

On the Company's section the export traffic in wheat and seeds during the year was good.

The falling off in the traffic on the Tirhoot section was due to a failure in the rice crops as noted above.

The decrease in the working expenses was chiefly due to savings consequent on the amalgamation of the Tirhoot and Bengal and North Western railways.

There was an increase of Rs. 26,048 in "Carriage and wagon expenses," due to renewals of steel axles and repairs.

Under "Steam-boat expenses" there was an increase of Rs. 52,671, due chiefly to the incorporation of the working expenses of the Ajodhya and Bahram Ghát ferries in this account, and partly to docking, repairing, and repainting three steamers and several flats, and also to additional steamer services rendered.

During the year an extra train was run between Samastipur and Semaria Ghát, with steamer services to correspond to Mokameh Ghát, giving three passenger trains daily each way between Mozufferpore and Mokameh. An extra train was also put on between Samastipur and Durbhunga, giving four trains each way daily, and an extra train between Mozufferpore and Chupra, giving four passenger trains each way daily, with steamer services to correspond, to Digha Ghát. These trains have all filled well, and have been a great convenience to the public.

Rohilkhand-Kumaun Railway System (Metre gauge).

6. The mean mileage worked during the year was 223·63 miles against 207·59 miles in the previous year, the increase being due to the opening of the Gola Gokaran Náth-Pilibhit section.

The gross earnings amounted to Rs. 8,80,153 against Rs. 7,71,572, the working expenses to Rs. 5,46,267 against Rs. 4,88,231, and the net earnings to Rs. 3,33,886 against Rs. 2,83,341.

The increase in the number of passengers carried and in the earnings therefrom amounted to 10,933 and Rs. 14,857 respectively.

There was a decrease in the tonnage of goods carried of 7,215 tons, but the earnings showed an improvement of Rs. 22,749.

The kharif crops of the previous season were bad, and the traffic in rice, one of the principal commodities carried, was very dull. The rabi crop was a good one, and the scarcity of grain in Rajputana favoured exports under wheat

and other grains, but the total result showed a considerable falling off under the head of grains. Under metals there was a considerable increase due to the carriage of pipes for the Naini Tal, Almora, and Huldwani water-works.

Rajputana-Malwa State Railway (Metre gauge).

7. The gross-earnings increased from Rs. 1,74,28,281 to Rs. 2,17,89,569, or by Rs. 43,61,288, while the working expenses were more by Rs. 6,86,749. The net earnings, however, showed an improvement of Rs. 36,74,540, having risen from Rs. 86,42,525 to Rs. 1,23,17,065.

The increase in the number of passengers carried and in the earnings therefrom amounted to 1,066,107 and Rs. 4,54,083 respectively. This increase was chiefly due to an improvement in the intermediate and third class passenger traffic.

The tonnage of goods carried rose from 1,229,209 tons to 1,596,700 tons, and the earnings from Rs. 1,13,81,314 to Rs. 1,52,52,527.

The bulk of the increase was under "General merchandise," which alone contributed 324,473 tons and Rs. 36,93,838. The principal increase under this head was in wheat and other grains. There were small increases under "Sugar and Jagree," "Salt," and "Oilseeds." The increase in the wheat traffic was chiefly due to the large demands from foreign countries.

The principal fluctuations in the working expenses were increases of Rs. 1,97,752 and Rs. 7,04,585 under "Maintenance of way, works, and stations" and "Locomotive expenses" respectively, and a decrease of Rs. 3,18,498 under "Carriage and wagon expenses." The increase under "Maintenance" was due to large credits for returned stores in 1890 and to heavy expenses during the year 1891 on watering arrangements. The increase under "Locomotive expenses" was due to heavier running expenses owing to increased train-mileage. The decrease in "Carriage and Wagon expenses" was caused by less expenditure during the year on wheel and axle changing operations.

Southern Mahratta Railway System (Metre gauge).

8. There was an increase of 52·09 miles in the mean mileage worked during 1891, due chiefly to the opening of the Kolhápúr line (29·07 miles) and of an extension of the Mysore State railway from Mysore to Nanjangúd (15·25 miles).

The gross earnings increased from Rs. 56,57,414 to Rs. 61,43,473, or by Rs. 4,86,059; and as the working expenses were less by Rs. 3,63,425, the net earnings showed an improvement of Rs. 8,49,484, having risen from Rs. 12,24,074 to Rs. 20,73,558.

The increase in the number of passengers carried and in the earnings therefrom amounted to 455,494 and Rs. 1,33,649 respectively. This improvement may be ascribed generally to the increase in the mean mileage worked and to ordinary development of traffic.

The tonnage of goods carried rose from 652,769 tons to 752,365 tons, and the earnings from Rs. 30,73,617 to Rs. 33,44,379.

The most noticeable fluctuations of traffic occurred in the following commodities:

	Increase. Tons.	Increase. Rs.
Cotton, raw	5,602	31,184
Dyes and tans	2,700	19,822
Grains	37,157	82,523
Oils	1,816	16,799
Railway plant, &c.	45,794	67,983
Salt	5,223	55,074
Spices	3,917	47,046
	Decrease.	Decrease.
Sugar	4,277	35,857

The above variations are principally due to the following causes:

Cotton, raw.—Increase due to increased export *viâ* the Portuguese frontier during the months of August, September, and October.

Dyes and tans.—The increase under this head was due to a larger traffic in turmeric.

Grains.—The increase was due to the great demand in Europe for wheat during the first half of the year, and to heavy imports of food grains during the second half to meet the scarcity prevailing in the district served by the Southern Mahratta railway.

Oils.—The increase under this head was the result of improved traffic in kerosine oil imported *via* Poona junction.

Railway plant, &c.—The increase was principally due to long leads of heavy consignments of machinery, &c., from the Portuguese frontier to Guntakal, Kistna canal terminus, and Subedar's Chutram stations for the South Indian, East Coast, and Bangalore-Hindupur railways which are in course of construction.

Salt.—Owing to favourable rates and other circumstances, a large development of the traffic in salt imported from Goa and from Bombay *via* Mormugao occurred during 1891. The importation *via* the Portuguese frontier in 1891 amounted to 15,000 tons, realizing Rs. 96,000, or an increase of 8,000 tons and Rs. 43,000 over the previous year.

Spices.—The increase was chiefly due to the expansion of traffic at Byádgi station in betel nuts and chillies, which rose from Rs. 8,500 in 1890 to Rs. 32,000 in 1891.

Sugar.—The decrease was due to failure of crops for want of seasonable rain in the neighbourhood of Harihar, Nandyál, Bellary, Bágalkot, Khanapur, and Miraj stations.

The principal fluctuations in the working expenses were a decrease of Rs. 5,73,709 under "Maintenance of way, works, and stations" and increases of Rs. 82,427, Rs. 69,032, and Rs. 62,786 under "Locomotive expenses," "Carriage and wagon expenses," and "Traffic expenses" respectively.

The decrease under "Maintenance of way, works, and stations" was chiefly due to the absence of special outlay on renewals of sleepers, and to a reduction in expenditure on ballasting, the banks of the several sections having now settled. The expenditure in 1890 on repairs to "Bridges," "Earthwork," &c., was abnormal owing to the rebuilding of the abutments of the Hebballa bridge, and to the substitution of girders for certain arches in the Tungabadra bridge at Harihar.

The increase under "Locomotive expenses" is explained by the increases of 188,463 miles in the train-mileage and by the heavier expenditure incurred in the repairs of a larger number of engines and in the maintenance and renewal of machines; also to expensive materials having been largely used in effecting repairs to fire-boxes.

The increase in the "Carriage and wagon expenses" occurred almost entirely on repairs and renewals of coaching and goods vehicles, and was due to extensive repairs executed to stock damaged at an accident, and to new doors having been fitted to several covered goods wagons in order to make them water-tight.

South Indian Railway System (Metre gauge).

9. The mean mileage worked during the year was 883.43 miles against 750.62 miles in 1890, the increase being due to the opening of additional lengths of the Villupuram-Guntakal section, details of which will be found in Appendix A.

The gross earnings increased from Rs. 64,47,023 to Rs. 70,56,862, or by Rs. 6,09,839, and the working expenses from Rs. 37,38,260 to Rs. 46,07,131, or by Rs. 8,68,871. The net earnings decreased by Rs. 2,59,032, having fallen from Rs. 27,08,763 to Rs. 24,49,731.

The passenger traffic showed an increase of 929,288 in number and of Rs. 3,56,655 in earnings, due to an increase in the mean mileage worked, the running of an additional through train in each direction between Madras and Tuticorin from 1st April, an important festival at Chidambaram, which occurs only once in a century, and to a general improvement in the traffic throughout the line.

The tonnage of goods carried rose from 1,217,627 tons to 1,623,060 tons, and the earnings from Rs. 29,65,254 to Rs. 32,31,034.

The noticeable increases under “General merchandise” occurred in the traffic in grains, hides and skins, oils, oilseeds, and salt as follows :

	Increase. Tons.	Increase. Rs.
Grains	37,698	72,339
Hides and skins	1,189	7,435
Oils	1,507	10,788
Oilseeds	11,590	28,565
Salt	3,262	13,032

The increase in grains was caused by large consignments having been sent from the South Arcot and Tanjore districts to towns in Coimbatore, Madura, and Tinnevely owing to scarcity and threatened famine. The increase in hides and skins was chiefly caused by the carriage of consignments to Madras for export to Europe, and that in oils was the result of the erection of three oil-mills in Madras. The increase in oilseeds was caused by exceptionally good crops of ground-nuts in the North and South Arcot and Tanjore districts. The increase in the earnings under salt was due to salt from the Arumuganary and Koilpatam pans having been sent up-country by rail from Tinnevely instead of to the coast for shipment.

There was a decrease in the traffic in cotton, twist and yarn, which occurred principally in consignments from Madras to the southern districts, where the existing scarcity lessened the demand for this commodity. The tonnage of raw cotton decreased, but the earnings rose by Rs. 7,758 on account of a longer lead.

Metals showed a falling off in weight, but an increase in earnings. This is accounted for by a general improvement in the iron traffic from Madras to other stations throughout the line, especially to those in the southern districts, to which the lead is longer. The fall in tonnage was due to the smaller quantity of railway materials carried from Rénigunta to the Villupuram-Dharmavaram line during the year.

In stone and lime there was a decrease, due chiefly to a smaller quantity of stone having been brought from Pallávaram for the Madras harbour works.

The increase in the working expenses was principally due to the increased mileage worked.

North Western Railway System (Standard gauge).

10. The mean mileage worked of the North Western railway, including leased lines (Amritsar-Patháńkot railway and Jammu and Kashmir railway, Native State section), during the year was 2,395·45 miles, divided as follows :

	Miles.
Commercial section (Main line and branches)	1,613·87
Military section (Sind-Pishin and Sind-Sagar railways, including the Khusálgarh branch)	781·58
	2,395·45

The year was a remarkably prosperous one, both in coaching and goods traffic. The gross earnings increased from Rs. 2,72,86,821 to Rs. 3,24,66,096, or by Rs. 51,79,275. The working expenses also increased by Rs. 33,04,532, but the net earnings showed an improvement of Rs. 18,74,743, having risen from Rs. 1,01,45,387 to Rs. 1,20,20,130.

The increase in the number of passengers carried and in the earnings therefrom amounted to 655,445 and Rs. 7,51,662 respectively. Of this increase, Rs. 6,62,637 were due to a better third class passenger traffic occasioned partly by the great Kumbh *méla* at Hardwar in April, by movements of troops in connection with the Miranzai and Black Mountain Expeditions, and by a general improvement in the passenger traffic.

The tonnage of goods carried rose from 3,206,041 tons to 4,058,924 tons and the earnings from Rs. 1,78,01,062 to Rs. 2,19,37,447, showing an increase of Rs. 41,36,385. Of this, Rs. 36,31,367 were due to a better traffic under "General merchandise," principally on account of heavy exports of wheat to Europe *viâ* Kurrachee. The traffic in revenue stores and coal for revenue purposes showed increases of Rs. 4,20,653 and Rs. 1,86,382 respectively.

The increase in the working expenses was principally due to heavy charges for maintenance and renewal of permanent-way and repairs of bridges, and to the additional train-mileage worked in consequence of the increased traffic.

With the approval of the Government of India, arrangements were made for the maintenance of steam ferries over the Indus at Dera Ghazi Khan and Dera Ismail Khan during the summer season, April to September. The steamers, flats, and landing stages will be provided at the cost of the Military (Marine) Department, and the railway will work the ferries and provide all sidings, extensions, and buildings, &c., at its own cost, retaining the earnings and receiving in addition a subsidy of Rs. 10,000 per season from the Government of the Punjab. This arrangement is tentative for three years.

The following statement compares the North Western railway earnings from passengers and parcels traffic in connection with the through booking arrangements to and from Europe during the years 1890 and 1891 :

	1890.		1891.	
	No. or weight.	Amount.	No. or weight.	Amount.
		Rs.		Rs.
<i>From India to England.</i>				
1st class passengers	199	10,694	227	12,433
2nd class passengers	28	798	28	811
3rd class passengers	7	83	17	179
Luggage	Tons 3·131	480	Tons 4·653	841
Parcels	„ 2·542	1,124	„ 3·946	799
TOTAL	...	13,179	...	15,063
<i>From England to India.</i>				
1st class passengers	106½	5,378	118	6,621
2nd class passengers	8	171	18	536
3rd class passengers	5	55	6	58
Luggage	Tons 12·902	1,607	9·190	1,211
Parcels	„ 1·579	364	1·126	233
Dogs	3	16	...	...
TOTAL	...	7,581	...	8,659

From the above it will be seen that there was an increase in the passenger traffic. The principal stations booking to England were Lahore, Ráwalpindi, Saháranpur, Umballa cantonment, Patháńkot, and Mooltan cantonment ; while the principal stations to which passengers were booked from England were Amritsar, Lahore, Umballa cantonment, Ráwalpindi, Ferozepore, Patháńkot, and Mooltan cantonment. The decrease in luggage from England was mainly due to the passengers from England in 1890 having booked very large quantities as compared with 1891. The decrease in the bookings of parcels from England and the increased weight with decreased earnings in the booking to England seem to show that the reduction in the through parcels rate from 8 annas to 4 annas per lb., which came into force from 15th April 1890, has not resulted in the development of this traffic.

The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of this railway separately :

	Commercial section.	Military section.	Total.
	Rs.	Rs.	Rs.
Total capital outlay on open line, including steam-boat and suspense.	29,44,79,286	10,44,61,741	39,89,41,027
	Miles.	Miles.	Miles.
Mean mileage worked	1,613.87	781.58	2,395.45
Train-mileage	7,731,829	1,408,524	9,140,353
	Rs.	Rs.	Rs.
Gross earnings	2,88,82,039	35,84,057	3,24,66,096
Working expenses	1,60,58,812	43,87,154	2,04,45,966
Net earnings	1,28,23,227	—8,03,097	1,20,20,130
Percentage of working expenses to gross earnings	55.60	122.41	62.98
Percentage of net earnings on total capital outlay, including suspense.	4.35	—0.77	3.01

Oudh and Rohilkhand Railway (Standard gauge).

11. The gross earnings increased from Rs. 73,81,396 to Rs. 85,64,209, or by Rs. 11,82,813 ; and as the working expenses were less by Rs. 5,167, the net earnings showed an improvement of Rs. 11,87,980, having risen from Rs. 37,54,478 in 1890 to Rs. 49,42,458.

The increase in the number of passengers carried and in the earnings therefrom amounted to 345,670 and Rs. 4,16,346 respectively. This improvement may be ascribed to an unusually heavy pilgrim traffic at the time of the Kumbh mēla, as well as to a general development of the passenger traffic.

The tonnage of goods carried fell from 1,223,344 to 1,136,467, representing a decrease of 86,877 tons, which was occasioned by a diminution in the tonnage lifted of cotton, raw, and railway materials for construction and by other fluctuations in the sugar and metal traffic. But, notwithstanding this circumstance, there was an increase of Rs. 5,55,389 in the total earnings, which amounted to Rs. 42,75,549 against Rs. 37,20,160. The noticeable increases occurred in the traffic in wheat, jawara and bajra, linseed and rice, the increases in the quantity carried and in the earnings being as under :

	Increase. Tons.	Increase. Rs.
Wheat	56,710	3,64,414
Jawara and bajra	24,952	94,401
Linseed	19,487	82,480
Rice	4,608	47,751

The heavy traffic in wheat contributed no less than Rs. 5,96,064 to the earnings, and was due to the heavy exports of this commodity to Howrah and Bombay chiefly from Chandausi, Hardoi, Aonla, Dibai, Babrála, and Moradabad. The heavy export of wheat and the failure of the jawara and bajra crops in 1890 caused a brisk traffic in jawara and bajra during the year to the provinces served by the railway. The increase in linseed is attributed to good harvests and to larger despatches to Calcutta and Bombay for export. The increase in rice was mainly due to the failure of the rice crops in the country served by this railway, which created a heavy inwards traffic.

There was a decrease of Rs. 82,575 in the earnings from "Sugar undrained," due partially to destruction of the sugar-cane crop in 1890 owing to heavy rains and to a growing demand for imported refined sugar.

The principal fluctuations in the working expenses were a decrease of Rs. 2,53,254 under "Maintenance of way, works, and stations" and an increase of Rs. 2,42,156 under "Locomotive expenses."

The decrease under "Maintenance of way, works, and stations" was principally due to a smaller staff of gangmen having been entertained, to a reduction of about seven miles in the length of steel rails laid, and to a reduction in the issue of price of rails and sleepers.

The increase under "Locomotive expenses" was due to an adjustment of arrear freight charges over the East Indian railway on account of the carriage of coal, to the enhanced rate for freight on coal which is now Re. 0-3-11 against Re. 0-2-7 per ton per mile, and to an increase in the train-mileage consequent on increased traffic.

From the 1st March, in order to connect at Moghal Sarai and Saháranpur with the accelerated mail service on the East Indian railway, it was found necessary to accelerate the mail trains on the Oudh and Rohilkhand railway, and a revised time bill was introduced resulting in much convenience to the travelling public.

To meet the conveyance of the large number of pilgrims who flocked to the Kumbh *méla* at Hardwar during April, a joint time table for through special trains between the Punjab and Hardwar was arranged. Between the 1st and 17th April the train service at Lhaksar was carried on without an accident of any kind, the maximum number of trains dealt with in 24 hours being 75 trains, which passed through Lhaksar on the 13th April. The number of passengers that arrived at, and departed from, Hardwar between the 1st and 17th April was estimated at 350,000.

Eastern Bengal State Railway (Standard, metre, and special gauges).

12. There was an increase of 19.44 miles in the mean mileage worked during the year, principally due to the opening through of the Assam-Bihar section to Ancharághat.

The gross earnings increased from Rs. 1,14,78,382 to Rs. 1,26,75,441, or by Rs. 11,97,059; but as the working expenses were more by Rs. 7,35,281, the net earnings showed an improvement of Rs. 4,61,778 only, having risen from Rs. 60,70,323 to Rs. 65,32,101.

In the tables in this report the results of working the following sections of the Eastern Bengal State railway system are shown separately:

Standard gauge section.

Northern and Bihar (metre gauge) sections, including the Kaunia-Dharlla (2' 6" gauge) branch.

Dacca (metre gauge) section.

The increase in the number of passengers carried and in the earnings therefrom amounted to 1,047,182 and Rs. 7,14,532 respectively. Of this increase, about 433,000 passengers, from whom about Rs. 4,00,000 were realized, travelled in connection with the *Ardhodoya Joge* festival in February, while the remainder of the increase was due partly to the Manipur expedition in April and May, which caused an increase of about Rs. 70,000, partly to the increase in the mean mileage worked, and partly to a general development of traffic.

The tonnage of goods carried rose from 1,171,714 to 1,297,255, or by 125,541 tons, and the earnings from Rs. 67,41,067 to Rs. 70,30,390, or by Rs. 2,89,323.

The most noticeable increase under "General merchandise" occurred in tea, which showed an increase of 8,200 tons and of Rs. 1,36,135 over the figures for 1890. This improvement was in a great measure due to an arrangement with the steamer companies, whereby tea from Cachar was despatched *via* Goalundo instead of by direct shipment to Calcutta. The despatches of tea from the Darjeeling-Himalayan railway and from Siliguri and Jalpáiguri stations on the Northern section also showed an increase. In jute there was a large increase of about 2½ lakhs of rupees during the 1st half of the year, but the failure of the crop in the past season gave an almost corresponding decrease in the

second half-year, so that the total figures for the year show an increase of Rs. 11,777 only. Besides these, there were the following increases :—Hides and skins, Rs. 16,718 ; kerosine oil, Rs. 23,594 ; grains other than rice, Rs. 21,564 ; oilseeds, Rs. 19,606 ; tobacco, Rs. 35,633 ; and all other articles of merchandise, Rs. 25,859

Owing to a short crop of paddy, there was a reversal of the usual movements of food-grains which were imported into the Purneah, Dinagepore, and Jalpáiguri districts, principally from stations on the East Indian railway.

The principal fluctuations in working expenses were an increase of Rs. 4,98,797 under "Maintenance of way, works, and stations," due almost entirely to very heavy relaying on the Eastern and Northern sections. The "Locomotive expenses" also showed an increase of Rs. 55,778, the "Carriage and Wagon expenses" an increase of Rs. 59,894, due to heavy renewals of vehicles which had been allowed to run on for some years, and the "Steam-boat expenses" an increase of Rs. 1,19,930, due to heavy maintenance charges on steamers and flats.

An unusually early move had to be made from the Manihári to the Manihári Ghát station. On 26th September work was resumed at the old ghát, while the extension to a site about a mile and-a-half lower down was being constructed. After working at the ghát for about a fortnight, the river face silted up, and for about six days there was an entire stoppage of goods traffic, and it was only with great difficulty that the through passenger traffic was maintained. Fortunately the goods traffic was not at the time very heavy, and the accumulation was soon sent forward.

Owing to the silting up of the khal at Goalundo, where work had been carried on continuously for the last four years, steamers could not approach the ghát, and the line had to be extended to the east face. The new station and ghát were opened on the 21st November.

To meet a pressure of traffic, the East Indian railway hired 200 Eastern Bengal State railway wagons (100 on 24th and 100 on 30th April), and returned them on 15th June. For similar reasons, on the occasion of the *Ardhodoya Joge* festival, 101 covered goods wagons were hired from the East Indian railway. Again in September 200 wagons were hired from the East Indian railway to meet a pressure in goods traffic, and were retained for about 26 days.

On 16th February some jute took fire in the goods shed at Calcutta. On the same day Flat G. 1, with downward goods, took fire at Dámukdia Ghát. On the following day a fire took place at Chitpore, the goods terminus, and on the same day there were fires both at Mymensingh and Tangi on the Dacca section.

The Behar section was formed into a separate district in February.

The ferry and transhipment working at Sára, Raita, and Dámukdia were also formed into a separate section under a Ferry Superintendent in July, and about the same time the post of Goods Superintendent at Chitpore was abolished, and the working placed under the District Traffic Superintendent, Calcutta.

A local train was put on between Saidpur and Siliguri in October, but it was discontinued, as it did not pay.

In October a local train was put on the Dacca section between Káoráid and Náráyanganj ; but as it also failed to pay, partly no doubt owing to the failure of the jute crop, it was discontinued. Another daily local train between Calcutta and Naiháti was added in May.

All the steamer services worked with regularity during the year, except when stress of weather, fogs, and alteration in the channels delayed those of the Goalundo-Náráyanganj route. The services maintained were the same as in the previous year, except that the Jatrapur-Dhubri service was made over to Rivers Steam Navigation Company on 15th May. Owing to active competition on the part of the Rivers Steam Navigation Company, an arrangement was entered into on 1st May for the despatch service between Goalundo and Náráyanganj to be worked jointly by the railway and the steamer companies, the earnings being pooled.

The total number of steamers on the list remained unchanged, but three flats that had been chartered to the India General Steam Navigation Company were returned during the year under review.

The following new stations were opened and old ones closed during the year :

Chandpur, a river station on the Goalundo-Náráyanganj despatch service, was opened in April, but given over to the India General Steam Navigation Company in November.

A steamer station in the same service was opened at Fureedpore (a civil station) in April, and one at Taprakandi was closed.

Rajendrapur station, on the Dacca section, opened before experimentally for six months, was made a permanent station.

Postgolla, near Dacca, was closed as a separate station, and is now worked as a part of the Dacca goods station.

From January the name of the river station Chandipur, on the Goalundo-Náráyanganj steamer service, was altered to Kartickpur.

Bengal Central Railway (Standard gauge).

13. The gross earnings amounted to Rs. 8,11,666 against Rs. 6,67,803, the working expenses to Rs. 4,83,930 against Rs. 4,21,897, and the net earnings to Rs. 3,27,736 against Rs. 2,45,906.

There was an improvement of 124,886 in the number of passengers carried and of Rs. 96,628 in earnings, principally due to the increase in the third class passenger traffic on the occasion of a Hindu bathing festival during the first-half of the year.

The tonnage of goods rose from 88,209 to 113,209, and the earnings from Rs. 1,62,117 to Rs. 2,06,227. Under the head "General merchandise" the most noticeable increase was in "Sugar," the earnings from which rose from Rs. 9,904 to Rs. 18,250. Considerable increases also occurred in betelnuts, cotton piece-goods, and rice, and there was also a satisfactory increase in jute.

The increase in the working expenses was chiefly consequent on the improvement in the earnings, the line being worked by the Eastern Bengal State railway at a fixed percentage on gross earnings. There was also extra expenditure on the maintenance of the line, which is carried out by the Company, owing to works undertaken consequent on the floods of 1890.

Burma State Railway System (Metre gauge).

14. The mean mileage worked increased from 554.40 miles to 583.38 miles, principally due to the opening during the year of the following lengths of the Mu Valley section :

Sagaing to Shwebo, 53 miles, opened for public traffic on the 1st July.

Myohaung to Amarapura shore, 6 miles, opened for goods traffic on the 22nd November.

The gross earnings increased from Rs. 54,71,432 to Rs. 58,55,196, or by Rs. 3,83,764; but as the working expenses were more by Rs. 3,60,564, the net earnings showed an improvement of Rs. 23,200 only, having risen from Rs. 23,48,191 to Rs. 23,71,391. These figures would have probably been more favourable had there been more traffic between Sagaing and Shwebo.

The increase in the number of passengers carried and in the earnings therefrom amounted to 303,457 and Rs. 2,09,423 respectively. This development was due partly to the opening of the Mu Valley section from Sagaing to Shwebo, and partly to the natural expansion of traffic. The prevailing scarcity in upper Burma also caused a large number of the inhabitants to migrate to lower Burma in search of the means of living.

The tonnage of goods carried rose from 617,488 tons to 677,040 tons and the earnings from Rs. 22,19,786 to Rs. 23,54,622, showing an increase of 59,552 tons in the tonnage lifted and of Rs. 1,34,836 in earnings.

Under "Grains" there was an increase in earnings of Rs. 1,00,095, principally due to the expansion of the traffic in unhusked rice in lower Burma. The earnings from the carriage of "Provisions" were also more by Rs. 66,757. Under "Cotton, twist and yarn," and "Timber," there were decreases of Rs. 6,561 and Rs. 17,168 respectively, due in the case of the former to the scarcity in upper Burma, and in the case of the latter to dullness in trade and to the increased difficulty in conveying timber to stations on the Irrawaddy

line, as all the timber has now been cleared from the paddy fields in close proximity to the railway stations north of Letpadan. The earnings from the carriage of salt were also less by Rs. 12,064.

The quantity of railway materials carried during the year showed a considerable reduction owing to less demand on the Mu Valley railway.

The following were the principal increases in the working expenses :

	Rs.
Maintenance	2,51,476
Locomotive	71,710

The chief causes that led to the increase in the maintenance charges were the heavier renewals of permanent-way, the charge to revenue of the cost of temporary bridges which were replaced by permanent ones, and the heavy renewal of fencing on the Irrawaddy section.

The increase in the locomotive expenses was principally due to increased renewals to engines and to an adjustment of arrears of freight on coal carried over the East Indian railway amounting to Rs. 24,919.

From the 10th of August arrangements were made to book goods of all descriptions through between the Mu Valley and other sections of the line, communication for the purpose being maintained with a launch and country boats from Mandalay shore to Sagaing, and *vice versa*.

Great Indian Peninsula Railway System (Standard gauge).

15. The mean mileage worked during the year was 1,489·13 miles against 1,444·62 miles in the previous year, the increase being due to the transfer from the 1st January of the working of the Wardha Coal railway from State agency to the Great Indian Peninsula Railway Company.

The gross earnings increased from Rs. 3,84,71,978 to Rs. 4,52,55,333, or by Rs. 67,83,355, while the working expenses showed an increase of Rs. 26,32,247, having been Rs. 2,18,34,585 against Rs. 1,92,02,338. The net earnings thus showed an improvement of Rs. 41,51,108.

The increase in the number of passengers carried and in the earnings therefrom was 422,122 and Rs. 2,76,072 respectively. The improvement was chiefly in the earnings from third class passengers in consequence of the Pandharpur fair. The number of second class passengers carried was less than during the previous year owing to the second class fare between Bombay and Masjid Bandar having been increased; the earnings from this class, however, showed an increase of Rs. 58,515. In parcels traffic there was a decrease due to opium having been largely consigned by goods instead of by passenger trains as formerly.

The weight of goods carried rose from 2,830,780 tons to 3,207,396 tons, and the earnings from Rs. 2,91,32,514 to Rs. 3,57,37,728. The principal increases occurred in the traffic in wheat, linseed, rice, jawara and bájra, and ground-nuts. In wheat the increase in the quantity carried and in the earnings was 231,418 tons and Rs. 31,18,537 respectively. This was due to a brisk demand from Europe, where the severe winter, which was prolonged far into the spring months, adversely affected the crops. In linseed the increase amounted to 109,823 tons and to Rs. 15,83,995, the improvement being due to a good crop and to a steady demand for export, chiefly to southern Europe. The increase in the other articles mentioned was also due to larger exports. The traffic in ground-nuts has developed to a large extent, that article having now taken almost the front rank among the oil-producing commodities exported from Bombay. There was a considerable decrease in the traffic in railway materials, due chiefly to the completion of the Bengal-Nágpur railway.

The working expenses increased under all heads. The principal increases were under "Locomotive expenses" Rs. 12,67,027, "Maintenance of way, works, and stations" Rs. 5,83,975, and "Carriage and Wagon expenses" Rs. 2,48,978. The increase under "Locomotive expenses" was chiefly in the items of "Fuel," "Overtime allowances," and "Maintenance of engines," due to the larger traffic worked and to loss by exchange. The increase under "Maintenance of way, works, and stations" was chiefly in connection with the

laying of an additional sleeper under each 24-feet rail on the south-east section. The enhanced price of permanent-way material imported from England, heavy outlay on the Wardha Coal railway, and an increase in the charge for loss by exchange are the other principal items that go to make up the balance of the increase. Under "Carriage and Wagon expenses" the increase was due to extensive repairs and alterations to the interiors of first and third class carriages, to enhanced rates of iron and steel, and to an unfavourable rate of exchange.

Bombay, Baroda and Central India Railway (Standard gauge).

16. The gross earnings increased from Rs. 1,29,40,370 to Rs. 1,41,37,769, or by Rs. 11,97,399, while the working expenses were more by Rs. 3,87,374. The net earnings showed an improvement of Rs. 8,10,024, having increased from Rs. 74,98,178 to Rs. 83,08,202.

The increase in the number of passengers carried and in the earnings therefrom amounted to 481,291 and Rs. 1,07,666 respectively. This improvement was chiefly due to an increase in the third class passenger traffic.

The tonnage of goods carried rose from 1,162,564 tons to 1,396,645 tons and the earnings from Rs. 82,90,012 to Rs. 93,74,364, showing an increase of 234,081 tons and of Rs. 10,84,352 respectively.

The principal increases in the "General merchandise" traffic occurred under wheat and other grains, which were exported in large quantities to Europe. There were also small increases under coal and coke, metals, oilseeds, salt, hay and grass, fruits and vegetables, timber and stone, and lime. There was a large decrease under "Railway materials and rolling stock."

In the working expenses there were increases under all heads except "General charges." The principal increases were under "Maintenance of way, works, and stations," Rs. 1,31,458, and under "Locomotive expenses," Rs. 1,66,235. The increase under "Maintenance" was due to the unfavourable rate of exchange and to increased outlay on repairs of bridges, &c., on account of monsoon damages; while that under "Locomotive expenses" was due to heavy running expenses caused by the increased train-mileage as well as to an unfavourable rate of exchange. The decrease under "General charges" was partly due to heavy payments made in England for inspection of materials in 1890, and partly to a higher percentage falling on the Rajputana-Malwa railway.

Madras Railway (Standard gauge).

17. The gross earnings decreased from Rs. 95,06,134 to Rs. 93,44,688, or by Rs. 1,61,446, while the working expenses increased from Rs. 49,84,654 to Rs. 54,38,158, or by Rs. 4,53,504. The net earnings decreased by Rs. 6,14,950, having fallen from Rs. 45,21,480 to Rs. 39,06,530.

The number of passengers carried declined from 8,760,807 to 8,553,214, and the passenger earnings from Rs. 32,53,077 to Rs. 31,13,195.

The whole of the decrease in passenger traffic occurred in the second half-year.

The tonnage of goods fell from 1,194,446 to 1,179,236, and the earnings rose from Rs. 53,56,233 to Rs. 55,38,684.

The earnings under "General merchandise" were more by Rs. 50,114, though the quantity carried was less by 24,091 tons. This may be accounted for by the smaller demand for some commodities owing to the failure of the monsoons, and to others having been carried over greater distances.

The increases in earnings were most noticeable in the traffic in grains and miscellaneous articles, while the traffic notably fell off in raw cotton, railway plant, sugar, salt, and timber.

The prevailing scarcity in many districts accounts for the larger carriage of grains and provisions and also for the smaller earnings from cotton and sugar.

The principal increase in the working expenses, Rs. 3,60,917, occurred under "Locomotive expenses," and was chiefly due to the cost of eight new engines.

The train service was the same as in the previous year, with the exception that from the 1st October a goods train was converted into a mixed

train from Rénigunta to Cuddapah, another goods train being converted into a mixed train from Cuddapah to Arkónam.

In view to obtaining a later departure of the south-west mail train from Madras, and also to facilitate traffic, the introduction of the block system between Madras and Arkónam was sanctioned, and block working on this length was commenced on the 1st February.

Delhi-Umballa-Kalka Railway (Standard gauge).

18. This line was opened for traffic on the 1st March, and was worked by the East Indian Railway Company for the Secretary of State, acting for the Directors of the Delhi-Umballa-Kalka railway, at a fixed percentage of the earnings. The gross earnings from 1st March to the close of the year were Rs. 9,07,696 and the working expenses Rs. 4,53,848, being 50 per cent. of the gross earnings. Of this sum, Rs. 4,35,694, being 48 per cent. of the gross earnings, were retained by the East Indian Railway for working and for use of its rolling-stock, &c., and the balance 2 per cent., amounting to Rs. 18,154, was paid to Government for supervision and control. The remaining 50 per cent. of the gross earnings, *viz.*, Rs. 4,53,848, were paid to the Agent of the Delhi-Umballa-Kalka Railway Company in India after deduction of income-tax.

Tárakeshwar Railway (Standard gauge).

19. This line is worked by the East Indian Railway Company for the Managing Agents of the Tárakeshwar railway. The gross earnings amounted to Rs. 3,05,132 against Rs. 2,86,526, the working expenses (including contribution to East Indian Railway Provident Fund, &c.) to Rs. 1,41,654 against Rs. 1,42,243 in 1890, and the net earnings paid to the Managing Agents amounted to Rs. 1,63,478, which were better than those of the previous year by Rs. 19,196.

Of the increase of Rs. 18,606 in earnings, the coaching traffic contributed Rs. 17,080, due chiefly to the *mélas* and festivals held during the year having favourably influenced the traffic over the railway.

Deoghur Railway (Metre gauge).

20. The gross earnings increased from Rs. 26,095 to Rs. 31,165 and the working expenses from Rs. 15,180 to Rs. 15,736, the net earnings showing an improvement of Rs. 4,514.

The increase in the number of passengers carried and in the earnings therefrom amounted to 31,796 and Rs. 4,442 respectively. The improvement was due to a greater number of pilgrims having visited the Hindu shrine at Deoghur.

The tonnage of goods carried rose from 6,802 tons to 9,190 tons and the earnings from Rs. 1,971 to Rs. 2,659.

Dibru-Sadiya Railway (Metre gauge).

21. The gross earnings decreased from Rs. 5,14,266 to Rs. 4,98,683, or by Rs. 15,583, the working expenses from Rs. 3,37,306 to Rs. 3,28,156, or by Rs. 9,150, and the net earnings from Rs. 1,76,960 to Rs. 1,70,527, or by Rs. 6,433.

There was an increase in the number of passengers carried and in the earnings of 10,302 and Rs. 10,465 respectively. This improvement was due to a general development of passenger traffic.

The tonnage of goods carried rose from 162,788 tons to 178,516 tons, or by 15,728 tons, but the earnings decreased from Rs. 4,41,130 to Rs. 3,97,802, or by Rs. 43,328. The decrease in earnings against an increase in the tonnage lifted was mainly due to a reduction of freight on coal.

The sundry earnings were more by Rs. 14,868.

The decrease in the working expenses was principally due to reduction of establishment and to less consumption of coal and oil.

The Nizam's Guaranteed State Railway System (Standard gauge).

22. The gross earnings amounted to Rs. 27,76,437 against Rs. 25,81,999, the working expenses to Rs. 15,18,577 against Rs. 15,42,409, and the net earnings to Rs. 12,57,860 against Rs. 10,39,590.

The earnings from the carriage of passengers fell off by Rs. 22,564, but the number carried was more by 40,825. The increase in earnings, with a decrease in the number carried, was due to the average distance travelled having been less than in the previous year.

The tonnage of goods carried rose from 384,682 tons to 485,888 tons and the earnings from Rs. 16,83,446 to Rs. 18,59,997. There were increases of Rs. 96,786, Rs. 82,114, and Rs. 26,092 under "Coal for the public and foreign railways," "Oilseeds," and "Timber" respectively, but the traffic in "Grains" fell off by Rs. 1,05,450.

The Gaekwar's Petlād Railway (Standard gauge).

23. The gross earnings rose from Rs. 32,648 to Rs. 59,113 and the working expenses from Rs. 11,779 to Rs. 22,767. The net earnings amounted to Rs. 36,346 against Rs. 20,869.

The line is worked by the Bombay, Baroda and Central India Railway Company for the same percentage of working expenses on gross earnings as obtains on their own line.

The increase in the number of passengers carried and the earnings therefrom amounted to 81,919 and Rs. 14,458 respectively. This improvement is attributable to the fact that in 1890 the railway was open for traffic for eight months only, *viz.*, from 5th May 1890.

The tonnage of goods carried rose from 8,230 tons to 24,221 tons and the earnings from Rs. 8,381 to Rs. 19,998.

The increase under "General merchandise" chiefly occurred in the traffic in stone and tobacco. The total quantity of stone and lime carried over the railway was 10,466 tons, yielding Rs. 6,005, against 1,268 tons and Rs. 807 in 1890; while the quantity of tobacco carried during the year was 5,697 tons, yielding Rs. 6,291, against 2,957 tons and Rs. 3,370 in the previous year.

The Gaekwar's Mehsāna Railway (Metre gauge).

24. There was an increase of 47·96 miles in the mean mileage worked, due to the opening of Mehsāna-Viramgām branch, 40·21 miles, on 1st February, and of the Mehsāna-Pātan branch, 24·69 miles, on 20th July.

The gross earnings increased from Rs. 59,241 to Rs. 1,94,247, or by Rs. 1,35,006, and the working expenses from Rs. 35,933 to Rs. 88,446, or by Rs. 52,513, the net earnings showing an improvement of Rs. 82,493, having risen from Rs. 23,308 to Rs. 1,05,801.

The increase in the number of passengers carried and the earnings therefrom amounted to 193,036 and Rs. 54,858 respectively. This was due to the opening of the Mehsāna-Viramgām and Mehsāna-Pātan branches.

The tonnage of goods carried rose from 41,860 tons to 83,354 tons and the earnings from Rs. 23,742 to Rs. 99,860.

The increase under "General merchandise" chiefly occurred in the traffic in grains, oilseeds, and salt. The total quantity of grains carried over the railway was 9,442 tons, yielding Rs. 14,434, against 3,064 tons and Rs. 2,246 during the previous year. The increase in oilseeds was 3,342 tons and Rs. 3,372; while the quantity of salt carried during the year was 26,873 tons, yielding Rs. 37,237, against 616 tons and Rs. 596.

There were increases in the working expenses under all the expenditure abstracts owing to the opening for traffic of the Mehsāna-Viramgām and Mehsāna-Pātan branches.

Rājputra-Bhātinda Railway (Standard gauge).

25. The gross earnings increased from Rs. 5,66,946 to Rs. 7,19,859, or by Rs. 1,52,913, and the working expenses from Rs. 3,11,820 to Rs. 3,95,922, or by Rs. 84,102. The net earnings showed an improvement of Rs. 68,811, having risen from Rs. 2,55,126 to Rs. 3,23,937.

The increase in the number of passengers carried and in the earnings therefrom amounted to 182,492 and Rs. 67,918 respectively. The improvement was chiefly under 3rd class passenger traffic.

The tonnage of goods carried rose from 156,254 tons to 165,019 tons, and the earnings from Rs. 3,24,797 to Rs. 4,03,904. The increase was due chiefly to the larger traffic in "Grains."

The line is worked by the North Western railway on a fixed percentage on the gross earnings.

Jodhpore-Bickaneer Railway (Metre gauge).

26. Owing to the large increase in the mileage of line open, no useful comparison can be made with the figures of the previous year.

The mean mileage worked was 182·66 miles against 124 miles in the previous year, the increase being due to the extension of the line from Jodhpore to the town of Bickaneer.

The gross earnings amounted to Rs. 6,17,978 against Rs. 3,70,826, the working expenses to Rs. 2,80,890 against Rs. 1,74,634, and the net earnings to Rs. 3,37,088 against Rs. 1,96,192.

The number of passengers carried increased by 112,189, and the earnings therefrom by Rs. 66,140.

The tonnage of goods carried also improved by 92,547, and the earnings by Rs. 1,76,997.

The increase in the earnings was generally due to the extension of the line to Bickaneer.

The wide-spread famine in Márwár and Bickaneer caused a very large and abnormal inward traffic in food grains to Jodhpore, Bálotra, Márwár, Múndwa, Nágore, and Bickaneer. This traffic began after the rains, and is expected to continue till next rains.

One through mixed train runs daily from Márwár junction to Bickaneer, and a local mixed train also runs from Jodhpore to Márwár junction.

Bhávnagar-Gondal-Junágarh-Porbandar Railway (Metre gauge).

27. The gross earnings amounted to Rs. 14,77,263 against Rs. 15,71,788, and the working expenses to Rs. 10,01,477 against Rs. 9,71,521, resulting in a decrease in the net earnings of Rs. 1,24,481.

The number of passengers carried fell from 1,324,806 to 1,311,177, or a decrease of 13,629 in numbers, the earnings being less by Rs. 7,684. This decrease may be ascribed to the large amount of sickness prevalent during the time of the Palitana fair, which prevented a large number of pilgrims from paying their annual visit to the shrines at that station.

The tonnage of goods carried fell from 182,245 tons to 156,219 tons and the earnings from Rs. 7,05,468 to Rs. 6,26,142. This decrease was due to a scarcity of money and to a bad season in Káthiáwár.

West of India Portuguese Railway (Metre gauge).

28. The gross earnings increased from Rs. 4,75,437 to Rs. 5,44,014, or by Rs. 68,577, and the working expenses from Rs. 4,08,436 to Rs. 4,22,431, or by Rs. 13,995. The net earnings showed an improvement of Rs. 54,582, having risen from Rs. 67,001 to Rs. 1,21,583.

The number of passengers carried and the earnings therefrom showed decreases of 9,443 and Rs. 5,088 respectively.

The tonnage of goods carried rose from 91,526 tons to 110,160 tons and the earnings from Rs. 2,81,842 to Rs. 3,36,614.

STATEMENT No. 23.

Summary of the principal commodities carried and the receipts therefrom on the standard and metre gauge railways during the year 1891 as compared with the year 1890 (details given in Appendix G).

Classification No.	DESCRIPTION OF COMMODITY.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.		Classification No.
		1890.	1891.	1890.	1891.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I	Coal and coke for the public and foreign railways.	2,477,441	2,702,633	85,20,377	1,00,73,317	225,192	...	15,52,940	...	I
II	Cotton, raw	631,259	569,981	1,13,02,867	98,77,520	...	61,278	...	14,25,347	II
III	Cotton, twist and yarn	114,881	84,429	15,66,678	13,52,756	...	30,452	...	2,13,922	III
IV	Cotton piece-goods	244,419	303,737	55,24,922	62,94,649	59,318	...	7,69,727	...	IV
V	Drugs and chemicals	46,369	49,056	6,75,608	6,87,787	2,687	...	12,179	...	V
VI	Dyes and tans	135,599	147,033	15,64,046	16,94,202	11,434	...	1,30,156	...	VI
VII	Grains	4,208,886	6,266,245	2,70,27,249	4,47,57,773	2,057,359	...	1,77,30,524	...	VII
VIII	Hides and skins	109,915	122,555	12,96,906	14,33,305	12,640	...	1,36,399	...	VIII
IX	Horns	16,389	20,350	1,17,917	1,22,501	3,961	...	4,584	...	IX
X	Jute	528,216	595,390	46,68,425	53,40,463	67,174	...	6,72,038	...	X
XI	Lac	21,778	31,822	2,56,049	3,42,219	10,044	...	86,170	...	XI
XII	Leather, manufactured	10,304	11,762	1,99,758	2,18,065	1,458	...	18,307	...	XII
XIII	Liquors	63,837	59,540	8,59,752	7,90,290	...	4,297	...	69,462	XIII
XIV	Metals	421,054	377,865	48,60,767	46,53,566	...	43,189	...	2,07,201	XIV
XIV (A)	Military stores	50,893	69,333	12,41,520	14,56,216	18,440	...	2,14,696	...	XIVA
XV	Oils	200,147	225,009	21,68,427	23,91,264	24,862	...	2,22,837	...	XV
XVI	Oilseeds	1,246,312	1,628,350	87,55,345	1,25,74,079	382,038	...	38,18,734	...	XVI
XVII	Opium	14,976	18,798	3,79,835	4,94,315	3,822	...	1,14,480	...	XVII
XVIII	Paper and paste-board	12,497	13,189	2,10,454	2,25,425	692	...	14,971	...	XVIII
XIX	Provisions	547,387	616,244	59,51,205	66,10,239	68,857	...	6,59,034	...	XIX
XX	Railway plant and rolling stock carried for foreign railways.	326,016	139,293	24,35,465	8,67,326	...	186,723	...	15,68,139	XX
XXI	Salt	1,213,102	1,325,985	76,86,691	81,68,515	112,883	...	4,81,824	...	XXI
XXII	Saltpetre	55,678	52,598	4,71,955	4,35,793	...	3,080	...	36,162	XXII
XXIII	Silk, raw	2,796	3,014	64,540	67,967	218	...	3,427	...	XXIII
XXIV	Silk piece-goods	855	922	23,443	25,416	67	...	1,973	...	XXIV
XXV	Spices	90,282	101,072	11,89,592	12,89,722	10,790	...	1,00,130	...	XXV
XXVI	Sugar	885,172	929,159	68,92,224	71,75,465	43,987	...	2,83,241	...	XXVI
XXVII	Stone and lime	671,950	896,004	17,28,170	18,59,506	224,054	...	1,31,336	...	XXVII
XXVIII	Tea	28,021	37,681	6,11,707	7,75,449	9,660	...	1,63,742	...	XXVIII
XXIX	Timber	655,079	603,450	22,38,723	23,07,116	...	51,629	68,393	...	XXIX
XXX	Tobacco	146,900	154,106	13,93,938	14,66,359	7,206	...	72,421	...	XXX
XXXI	Umbrellas	1,040	913	24,772	23,772	...	127	...	1,000	XXXI
XXXII	Wool	31,393	36,504	7,78,581	9,69,798	5,111	...	1,91,217	...	XXXII
XXXIII	All other articles of merchandise	1,230,442	1,357,000	86,22,852	91,48,427	126,558	...	5,25,575	...	XXXIII
	TOTAL	16,441,285	19,551,022	12,13,10,760	14,59,70,582	3,490,512	380,775	2,81,81,055	35,21,233	

STATEMENT No. 24.

Mileage of railways open for traffic on the 31st December 1891 and the mean mileage worked during the year.

Serial No.	RAILWAY.	Mileage open* (Home line only.)	Mean mileage, including foreign lines worked.†	REMARKS.
State lines worked by companies.				
<i>Standard gauge.</i>				
I	EAST INDIAN	1,525·44	(a) 1,606·88	(a) Includes II; also one mile of the Rajputana-Malwa and 23·24 miles of the Eastern Bengal railway worked over.
II	PATNA-GYA	57·20	(b) (57·20)	(b) Included with I.
III	BENGAL-NÁGPUR	831·58	810·72	
IV	INDIAN MIDLAND	677·35	(d) 753·65	(d) Includes V and XLIX; also 15·30 miles of the East Indian railway, 2·89 miles of the Rajputana-Malwa railway, and 1·00 mile of the Oudh and Rohilkhand railway worked over.
V	BHOPAL-ITÁRSI (BRITISH SECTION).	13·00	(e) (13·00)	(e) Included with IV.
VI	WARDHA COAL	45·00	(f) (45·00)	} (f) Included with XXXV.
VII	DHOND-MANMÁD	145·50	(f) (145·50)	
VIII	BEZVÁDA EXTENSION	21·47	(g) (21·47)	(g) Included with I.
	TOTAL	3,316·54	3,171·25	
<i>Metre gauge.</i>				
X	BENGAL AND NORTH WESTERN—			
	TIRHOOT SECTION	337·00	} 717·00	
	COMPANY'S SECTION	401·00		
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION).	198·38	(h) (169·71)	(h) Included with XII.
XII	RAJPUTANA-MALWA	1,674·02	1672·56	
XIII	SOUTHERN MAHRATTA	1,043·70	(i) 1,361·31	(i) Includes XIV and LIII.
XIV	SOUTHERN MAHRATTA (MYSORE SECTION).	311·25	(j) (297·30)	(j) Included with XIII.
XV	SOUTH INDIAN	900·76	(k) 883·43	(k) Includes LXIII.
	TOTAL	4,866·11	4,634·30	
State lines worked by the State.				
<i>Standard gauge.</i>				
XIX	NORTH WESTERN	(l) 2,302·24	(m) 2,395·45	(l) Excludes portion of the old Quetta loop (97·28 miles) which is being reconstructed on a new alignment, but includes 12·60 miles home line constructed, but not worked, and the Jammu-Kashmir railway (British section).
XX	AMRITSAR-PATHÁNKOT	66·47	(n) (66·47)	(m) Includes XX and LVI; also 13 miles of the East Indian railway, Gháziabad to Delhi, and 10·50 miles of Chenab Weir branch worked over.
	JAMMU AND KASHMIR (BRITISH SECTION).	(n) (8·50)	(n) (8·50)	
XXI	ODUH AND ROHILKHAND	692·55	692·55	
XXII	EASTERN BENGAL	248·48	248·93	
XXIII	BENGAL CENTRAL	125·01	125·01	(n) Included with XIX.
XXIV	CALCUTTA PORT COMMISSIONERS' . . . . .	.....	.....	Information not furnished.
	TOTAL	3,434·75	3,461·94	

* See also statements Nos. 5, 17, 26, and 33.

† See also statements Nos. 17, 30, 34, 37, and 39.

N.B.—The mean mileages shown within brackets are not included in the totals.

STATEMENT No. 24—contd. .

Mileage of railways open for traffic on the 31st December 1891 and the mean mileage worked during the year—contd.

Serial No.	RAILWAY.	Mileage open* (Home line only.)	Mean mileage, including foreign lines worked.†	REMARKS.
	State lines worked by the State—concl'd. <i>Metre gauge.</i>			
XXIX	EASTERN BENGAL—			
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHABLLA (2' 6" GAUGE) BRANCH.	442·17	442·17	
	DACCA SECTION	85·92	85·92	
XXX	BURMA	336·00	(a) 583·38	(a) Includes Toungoo-Mandalay and XXXI.
	TOUNGGOO-MANDALAY	220·00	(b) (220·00)	} (b) Included with XXX.
XXXI	MU VALLEY.	59·00	(b) (27·38)	
	TOTAL	1,143·09	1,111·47	
	<i>Special gauges.</i>			
XXXII	NALHÁTI (4' 0")	27·25	27·25	
XXXIII	CHEERRA-COMPANYGANJ (2' 6")	8·00	8·00	
XXXIV	JORHÁT (2' 0")	28·40	26·68	
	TOTAL	63·65	61·93	
	Lines worked by guaranteed companies.			
	<i>Standard gauge.</i>			
XXXV	GREAT INDIAN PENINSULA	1,288·25	(c) 1,489·13	(c) Includes VI, VII, XLVII, and XLVIII.
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA	460·90	460·90	
XXXVII	MADRAS	839·30	839·30	
	TOTAL	2,588·45	2,789·33	
	Assisted companies.			
	<i>Standard gauge.</i>			
XXXVIII	DELHI-UMBALLA-KALKA	162·24	136·01	
XXXIX	TÁRAKESHWAR	22·23	22·23	
	TOTAL	184·47	158·24	
	<i>Metre gauge.</i>			
XL	DEOGHUR	4·79	4·79	
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION).	53·92	(d) 223·63	(d) Includes XI.
XLII	DIBRU-SADIYA	78·00	78·00	
	TOTAL	136·71	306·42	
	<i>Special gauges.</i>			
XLV	DARJEELING-HIMALAYAN (2' 0")	51·00	51·00	
XLVI	THATŌN-DUYINZÁIK (2' 6")	8·00	8·00	
	TOTAL	59·00	59·00	

* See also statements Nos. 5, 17, 25, and 33.
† See also statements Nos. 17, 30, 34, 37, and 39.
N.B.—The mean mileages shown within brackets are not included in the totals.

STATEMENT No. 24—concl'd.

Mileage of railways open for traffic on the 31st December 1891 and the mean mileage worked during the year—concl'd.

Serial No.	RAILWAY.	Mileage open* (Home line only.)	Mean mileage, including foreign lines worked.†	REMARKS.
	Lines owned by native states and worked by companies. Standard gauge.			
XLVII	KHÁMGAON	7·50	(a) (7·50)	} (a) Included with XXXV.
XLVIII	AMBÁOTI	5·50	(a) (5·50)	
XLIX	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	44·11	(b) (44·11)	(b) Included with IV.
L	THE NIZAM'S GUARANTEED STATE .	329·20	(c) 353·77	(c) Includes VIII and 3·10 miles worked over twice by each train.
LI	THE GAEKWAR'S PETLÁD	13·35	13·35	
	TOTAL	399·66	367·12	
	Metre gauge.			
LII	THE GAEKWAR'S MEHSÁNA . . .	92·63	75·68	(d) Included with XIII.
LIII	KOLHÁPUR	29·07	(d) 20·31	
	TOTAL	121·70	75·68	
	Special gauges.			
LIV	THE GAEKWAR'S DABHOI (2' 6") . .	71·66	71·66	
	TOTAL	71·66	71·66	
	Lines owned by native states and worked by state railway agency. Standard gauge.			
LV	RÁJPUTRA-BHÁTINDA	107·94	107·94	(e) Included with XIX.
LVI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	15·92	(e) (15·92)	
	TOTAL	123·86	107·94	
	Lines owned and worked by native states. Metre gauge.			
	JODHPUR	247·50	179·92	(f) Excludes 4·50 miles of dock estates and quarry lines constructed and maintained by the States themselves.
LIX	JODHPUR-BICKANEER	43·50	2·74	
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	(f) 329·22	333·69	
	TOTAL	620·22	516·35	
	Special gauges.			
LXI	MORVI (2' 6")	94·00	94·00	
	TOTAL	94·00	94·00	
	Foreign lines. Metre gauge.			
LXII	WEST OF INDIA PORTUGUESE . . .	51·00	51·00	(g) Included with XV.
LXIII	PONDICHERY	7·85	(g) (7·85)	
	TOTAL	58·85	51·00	
	Summary.			
	STANDARD GAUGE	10,047·73	10,055·82	
	METRE GAUGE	6,946·68	6,695·22	
	SPECIAL GAUGES	288·31	286·59	
	TOTAL OF ALL RAILWAYS	17,282·72	17,037·63	

* See also statements Nos. 5, 17, 25, and 33.
† See also statements Nos. 17, 30, 34, 37, and 39.
N.B.—The mean mileages shown within brackets are not included in the totals.

STATEMENT No. 25.

Cost of open lines of railway on the 31st December 1891 and the average cost per mile.

Serial No.	RAILWAY.	Length of line open on the 31st December 1891. (From statement No. 24, pages 111-13.)	Capital outlay on open line to the 31st December 1891 on final heads (exclusive of Steam-boat service and suspense.)	Average cost per mile (exclusive of Steam-boat service and suspense). (See also statement No. 17.)	Total capital outlay on open line to the 31st December 1891 (inclusive of Steam-boat service and suspense). (See also statement No. 17.)
	State lines worked by companies.	Miles.	Rs.	Rs.	Rs.
	<i>Standard gauge.</i>				
I	EAST INDIAN	1,525.44	35,19,93,966	2,30,749	35,33,24,685
II	PATNA-GYA	57.20	(a) 43,45,396	75,968	(a) 43,45,396
III	BENGAL-NÁGPUR	831.58	8,51,80,388	1,02,432	9,07,16,880
IV	INDIAN MIDLAND	677.35	8,15,71,338	1,20,427	8,52,46,149
V	BHOPAL-ITÁRSI (BRITISH SECTION)	13.00	15,13,568	1,16,428	15,13,568
VI	WARDHA COAL	45.00	(a) 49,81,196	1,10,693	(a) 49,81,196
VII	DHOND-MANMÁD	145.50	1,09,84,691	75,496	1,10,44,039
VIII	BEZVÁDA EXTENSION	21.47	14,11,077	65,723	14,11,077
	TOTAL	3,316.54	54,19,81,620	1,63,418	55,85,82,990
	<i>Metre gauge.</i>				
X	BENGAL AND NORTH WESTERN— TIRHOOT SECTION	337.00	2,28,14,299	67,698	2,34,99,148
	COMPANY'S SECTION	401.00	(b) 2,35,71,716	58,782	(b) 2,55,66,572
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION).	198.38	74,69,871	37,654	79,15,567
XII	RAJPUTANA-MALWA	1,674.02	12,57,04,691	75,092	12,98,10,349
XIII	SOUTHERN MAHRATTA	1,043.70	9,19,13,622	88,065	9,38,29,086
XIV	SOUTHERN MAHRATTA (MYSORE SECTION)	311.25	1,46,30,956	47,007	1,50,76,285
XV	SOUTH INDIAN	900.76	6,32,42,123	70,210	6,66,55,054
	TOTAL	4,866.11	34,93,47,278	71,792	36,23,52,061
	State lines worked by the State.				
	<i>Standard gauge.</i>				
XIX	NORTH WESTERN	(c) 2,302.24	38,33,46,056	(d) 1,59,760	39,89,41,027
XX	AMRITSAR-PATHÁNKOT	66.47	(a) 56,03,780	84,305	(a) 56,10,652
XXI	OUDE AND ROHILKHAND	692.55	9,04,92,957	1,30,666	9,27,64,395
XXII	EASTERN BENGAL	248.48	5,40,36,844	2,17,470	5,78,38,996
XXIII	BENGAL CENTRAL	125.01	97,98,488	78,382	99,44,845
XXIV	CALCUTTA PORT COMMISSIONERS'	Information	not furnished.	...	...
	TOTAL	3,434.75	54,32,78,125	1,58,171	56,50,99,915
	<i>Metre gauge.</i>				
XXIX	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARLA (2' 6" GAUGE) BRANCH.	442.17	3,61,77,335	81,818	3,71,07,865
	DACCA SECTION.	85.92	66,76,189	77,702	66,76,189
XXX	BURMA (e)	556.00	5,05,41,537	90,902	5,17,87,125
XXXI	MU VALLEY.	59.00	30,17,000	51,136	31,22,000
	TOTAL	1,143.09	9,64,12,061	84,343	9,86,93,179
	<i>Special gauges.</i>				
XXXII	NALHÁTI (4' 0")	27.25	3,26,588	11,985	3,49,521
XXXIII	CHEBBA-COMPANYGANJ (2' 6")	8.00	3,46,692	43,336	3,51,208
XXXIV	JORHÁT (2' 0")	28.40	7,27,598	25,620	7,51,421
	TOTAL	63.65	14,00,878	22,009	14,52,150
	Lines worked by guaranteed companies.				
	<i>Standard gauge.</i>				
XXXV	GREAT INDIAN PENINSULA	1,288.25	27,12,92,449	2,10,590	27,75,19,781
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA (f)	460.90	9,34,43,154	2,02,741	9,63,95,204
XXXVII	MADRAS	839.30	11,62,45,354	1,38,503	11,89,52,099
	TOTAL	2,588.45	48,09,80,957	1,85,818	49,28,67,084

(a) The decrease as compared with last year's report is due to certain credits.

(b) Excludes interest on capital during construction (Rs. 10,90,014).

(c) Excludes the old Quetta loop, which is being reconstructed on a new alignment.

(d) Calculated on 2,399.52 miles, which include the old Quetta loop.

(e) Includes the Toungoo-Mandalay extension.

(f) Includes the Pátri branch, the State outlay (Rs. 9,08,405) on which was met from the Civil Works grant. The Capital outlay shown in this table is inclusive of this amount.

STATEMENT No. 25—concl'd.

Cost of open lines of railway on the 31st December 1891 and the average cost per mile—concl'd.

Serial No.	RAILWAY.	Length of line open on the 31st December 1891. (From statement No. 24, pages 111-13).	Capital outlay on open line to the 31st December 1891 on final heads (exclusive of Steam-boat service and suspense).	Average cost per mile (exclusive of Steam-boat service and suspense). (See also statement No. 17.)	Total capital outlay on open line to the 31st December 1891 (inclusive of Steam-boat service and suspense). (See also statement No. 17.)
	Assisted companies.	Miles.	Rs.	Rs.	Rs.
	<i>Standard gauge.</i>				
XXXVIII	DELHI-UMBALLA-KALKA	162·24	(a) 1,46,63,016	90,379	(a) 1,49,67,188
XXXIX	TARAKESHWAR	22·23	17,29,021	77,779	17,29,021
	TOTAL .	184·47	1,63,92,037	88,860	1,66,96,209
	<i>Metre gauge.</i>				
XL	DEOGHUR	4·79	2,81,180	58,701	2,82,752
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION)	53·92	20,47,551	37,974	20,49,459
XLII	DIBRU-SADIYA	78·00	66,69,885	85,511	67,05,474
	TOTAL .	136·71	89,98,616	65,823	90,37,685
	<i>Special gauges.</i>				
XLV	DARJEELING-HIMALAYAN (2' 0")	51·00	29,61,278	58,664	30,59,693
XLVI	THATŌN-DUYINZAIK (2' 6")	8·00	4,48,083	56,010	4,48,083
	TOTAL .	59·00	34,09,361	57,786	35,07,776
	Lines owned by native states and worked by companies.				
	<i>Standard gauge.</i>				
XLVII	KHÁMGAON	7·50	4,85,521	64,736	4,90,408
XLVIII	AMRÁOTI	5·50	4,40,705	80,128	4,49,395
XLIX	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44·11	49,14,426	1,11,413	50,00,000
L	THE NIZAM'S GUARANTEED STATE	329·20	3,81,19,211	1,15,793	3,95,18,791
LI	THE GAEKWAR'S PETLAD	13·35	6,92,508	51,873	7,01,118
	TOTAL .	399·66	4,46,52,371	1,11,726	4,61,59,712
	<i>Metre gauge.</i>				
LII	THE GAEKWAR'S MEHSANA	92·63	29,04,050	31,351	29,04,050
LIII	KOLHÁPUR	29·07	21,84,126	75,133	23,16,183
	TOTAL .	121·70	50,88,176	41,809	52,20,233
	<i>Special gauges.</i>				
LIV	THE GAEKWAR'S DABHOI (2' 6")	71·66	17,76,393	24,789	17,94,157
	TOTAL .	71·66	17,76,393	24,789	17,94,157
	Lines owned by native states and work d by state railway agency.				
	<i>Standard gauge.</i>				
LV	RÁJPURA-BHÁTINDA	107·94	65,10,630	60,318	65,81,553
LVI	JAMMU AND KASHMIR (NATIVE STATE SECTION)	15·92	(b) 9,31,363	58,503	(b) 9,31,363
	TOTAL .	123·86	74,41,993	60,084	75,12,916
	Lines owned and worked by native states.				
	<i>Metre gauge.</i>				
LIX	JODHPUR	247·50	41,62,091	16,817	41,62,091
LX	JODHPUR-BICKANEER	43·50	14,32,706	32,936	14,32,706
	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	329·22	1,67,11,505	50,761	1,71,24,771
	TOTAL .	620·22	2,23,06,302	35,965	2,27,19,568
	<i>Special gauges.</i>				
LXI	MORVI (2' 6")	94·00	20,26,550	21,559	20,55,599
	TOTAL .	94·00	20,26,550	21,559	20,55,599
	Foreign lines.				
	<i>Metre gauge.</i>				
LXII	WEST OF INDIA PORTUGUESE	51·00	1,34,48,649	2,63,699	1,63,22,139
LXIII	PONDICHERRY	7·85	5,68,543	72,426	5,68,543
	TOTAL .	58·85	1,40,17,192	2,38,185	1,68,90,682
	Summary.				
	STANDARD GAUGE	10,047·73	1,63,47,27,103	1,62,696	1,68,69,18,826
	METRE GAUGE	6,946·68	49,61,69,625	71,425	51,49,13,408
	SPECIAL GAUGES	288·31	86,13,182	29,875	88,09,682
	TOTAL OF ALL RAILWAYS .	17,282·72	2,13,95,09,910	1,23,795	2,21,06,41,916

(a) Excludes interest on capital during construction (Rs. 5,75,950).

(b) Decrease as compared with the last year's report is due to the expenditure on the Tawi bridge having now been shown under "Lines in course of construction."

STATEMENT

Passenger traffic on the standard and metre gauge

Serial No.	RAILWAY.	PASSENGER					
		1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	State lines worked by companies.		Rs.		Rs.		Rs.
	Standard gauge.						
I	EAST INDIAN (a)	49,491	5,02,628	169,843	6,55,676	759,709	7,11,553
III	BENGAL-NÁGPUR	5,695	24,710	20,595	25,815	35,366	18,406
IV	INDIAN MIDLAND (b)	8,711	72,263	31,774	1,07,067	365,015	4,16,609
	TOTAL .	63,897	5,99,601	222,212	7,88,558	1,160,090	11,46,568
	Metre gauge.						
X	BENGAL AND NORTH WESTERN—						
	TIRHOOT SECTION	14,787	42,326	21,031	33,166	31,621	23,867
	COMPANY'S SECTION						
XII	RAJPUTANA-MALWA	17,252	1,19,793	69,466	1,76,798	236,074	2,68,996
XIII	SOUTHERN MAHRATTA (c)	12,725	76,655	43,015	93,846	...	...
XV	SOUTH INDIAN (d)	17,039	55,400	147,257	1,27,388	...	...
	TOTAL .	61,803	2,94,174	280,769	4,31,193	• 267,695	2,92,863
	State lines worked by the State.						
	Standard gauge.						
XIX	NORTH WESTERN (e)	42,334	3,22,638	124,098	4,01,939	350,761	4,03,526
XXI	ODUH AND ROHILKHAND	20,099	1,12,921	54,103	1,20,640	99,193	1,04,214
XXII	EASTERN BENGAL	24,213	87,660	76,981	97,246	728,671	3,35,043
XXIII	BENGAL CENTRAL	2,880	4,827	34,476	16,624	152,118	72,429
XXIV	CALCUTTA PORT COMMISSIONERS' .	Information not furnished.					
	TOTAL .	89,526	5,28,096	289,658	6,36,449	1,330,743	9,15,212
	Metre gauge.						
XXIX	EASTERN BENGAL—						
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHABLLA (2' 6" GAUGE) BRANCH.	15,051	54,489	46,756	59,064	241,327	1,10,962
	DACCA SECTION	2,976	4,373	9,172	7,767	73,660	20,681
XXX	BURMA (f)	14,759	80,006	1,36,859	1,46,037	...	...
	TOTAL .	32,786	1,38,868	192,787	2,12,868	314,987	1,31,643
	Lines worked by guaranteed companies.						
	Standard gauge.						
XXXV	GREAT INDIAN PENINSULA (g) . .	75,683	4,29,619	568,075	6,58,134	649,246	10,43,419
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA (h) .	109,203	1,25,114	1,029,618	314,061	461,681	7,72,819
XXXVII	MADRAS	17,534	1,62,585	70,341	2,06,990	...	...
	TOTAL .	202,420	7,17,318	1,668,034	11,79,185	1,110,927	18,16,238

No. 26.

railways during the year ending the 31st December 1891.

TRAFFIC.					Serial. No.	REMARKS.
LOWEST (3RD OR 4TH) CLASS.		Other coaching traffic.	TOTAL.			
Number.	Earnings.		Number.	Earnings.*		
	Rs.	Rs.		Rs.		
14,225,756	1,24,97,664	17,54,923	15,204,799	1,61,22,409	I	(a) Includes the Patna-Gya State railway.
1,493,147	7,51,518	1,10,073	1,554,803	9,30,522	III	
1,154,135	10,06,962	2,35,600	1,559,635	18,38,501	IV	(b) Includes the Bhopal-Itarsi railway.
716,873,038	1,42,56,144	21,00,596	18,319,237	1,88,91,432		
4,811,215	17,74,867	1,22,523	4,878,654	19,96,749	X	
9,304,834	50,57,929	6,47,961	9,627,626	62,71,472	XII	
4,470,720	22,08,490	2,73,864	4,526,460	26,52,855	XIII	(c) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr State railway.
9,520,376	33,59,687	2,19,039	9,684,672	37,57,705	XV	(d) Includes the Pondicherry railway.
28,107,145	1,24,00,973	12,63,387	28,717,412	1,46,78,781		
9,965,206	73,51,260	15,71,670	10,502,399	1,00,51,057	XIX	(e) Includes the Amritsar-Pathánkot and the Jammu and Kashmir railways.
5,080,887	31,57,622	3,47,938	5,254,282	38,42,518	XXI	
4,206,024	18,19,420	2,94,295	5,035,839	26,33,664	XXII	
1,347,047	4,81,423	21,828	1,536,521	5,97,131	XXIII	
					XXIV	
20,619,164	1,38,09,725	22,35,731	22,329,091	1,71,24,370		
2,670,075	11,55,007	1,98,361	2,973,209	15,77,883	XXIX	
828,792	2,52,620	18,523	914,600	3,03,964		
5,388,729	29,98,888	1,94,479	5,540,347	34,19,266	XXX	(f) Includes the Toungoo Mandalay extension, and the Mu Valley railway.
8,887,596	44,06,515	4,11,363	9,428,156	53,01,113		
11,004,477	55,67,283	13,89,429	12,897,481	90,87,884	XXXV	(g) Includes the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti State railways.
12,769,631	28,04,357	4,94,907	14,370,133	45,11,243	XXXVI	(h) Includes the Pátri branch.
8,465,339	27,43,620	5,01,177	8,553,214	36,14,372	XXXVII	
32,839,447	1,11,15,260	23,85,513	35,820,828	1,72,13,499		

* See also statements Nos. 17 and 29.

STATEMENT

Passenger traffic on the standard and metre gauge railways

Serial No.	RAILWAY.	PASSENGER					
		1st class.		2nd class.		3rd or intermediate class.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
			Rs.		Rs.		Rs.
	Assisted companies.						
	Standard gauge.						
XXXVIII	DELHI-UMBALLA-KALKA	2,984	41,239	12,566	41,927	15,184	19,037
XXXIX	TÁRAKESHWAR	332	297	2,852	1,197	93,623	22,759
	TOTAL	5,316	41,536	15,418	43,124	108,807	41,796
	Metre gauge.						
XL	DEOGHUR	811	405	...	...	217,223	27,977
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION). (a)	7,180	38,019	...	...	12,471	35,589
XLII	DIBRU-SADIYA	2,776	6,808	2,059	2,858	...	...
	TOTAL	10,767	45,232	2,059	2,858	229,704	63,566
	Lines owned by native states and worked by companies.						
	Standard gauge.						
L	THE NIZAM'S GUARANTEED STATE (b)	7,372	52,437	34,432	63,897	311,279	1,59,932
LI	THE GAEKWAR'S PETLÁD "	147	106	1,940	729	...	...
	TOTAL	7,519	52,543	36,372	64,626	311,279	1,59,932
	Metre gauge.						
LII	THE GAEKWAR'S MEHSÁNA	180	356	2,021	1,498	...	...
	TOTAL	180	356	2,021	1,498	...	...
	Lines owned by native states and worked by state railway agency.						
	Standard gauge.						
LV	RÁJPURA-BHÁTINDA	2,299	3,739	4,354	3,601	18,993	7,480
	TOTAL	2,299	3,739	4,354	3,601	18,993	7,480
	Lines owned and worked by native states.						
	Metre gauge.						
	JODHPUR	723	4,163	3,525	5,718	...	...
LIX	JODHPUR-BICKANEER (c)	26	104	43	52	...	...
LX	BHÁYNAGAR-GONDAL-JUNÁGARH-POR-BANDAR	3,142	10,741	26,707	33,812	...	...
	TOTAL	3,891	15,008	30,275	39,582	...	...
	Foreign lines.						
	Metre gauge.						
LXII	WEST OF INDIA PORTUGUESE . . .	2,337	2,360	9,674	3,754	...	...
	TOTAL	2,337	2,360	9,674	3,754	...	...
	SUMMARY.						
	STANDARD GAUGE	370,977	19,42,833	2,236,048	27,15,543	4,040,839	40,87,226
	METRE GAUGE	111,764	4,95,998	517,585	6,91,758	312,336	4,88,072
	TOTAL	482,741	24,38,831	2,753,633	34,07,301	4,353,225	45,75,298

No. 26—concl'd.

during the year ending the 31st December 1891—concl'd.

TRAFFIC.					Serial No.	REMARKS.
LOWEST (3RD OR 4TH) CLASS.		Other coaching traffic.	TOTAL.			
Number.	Earnings.		Number.	Earnings.*		
	Rs.	Rs.		Rs.		
641,445	3,43,440	97,244	674,179	5,42,887	XXXVIII	(a) Includes the Rohilkhand-Kumaun (Lucknow-Bareilly section).
1,029,497	2,53,552	5,251	1,126,304	2,83,056	XXXIX	
1,670,942	5,96,992	1,02,495	1,800,483	8,25,943		
...	...	...	218,044	28,383	XL	
782,343	2,82,663	58,020	801,994	4,14,291	XLI	
87,023	49,894	11,202	91,858	70,762	XLII	
869,366	3,32,557	69,222	1,111,896	5,13,436		
782,946	4,38,594	1,04,269	1,136,029	8,19,129	L	
204,215	36,283	1,293	206,302	38,411	LI	
987,161	4,74,877	1,05,562	1,342,331	8,57,540		
382,402	87,068	4,718	384,603	93,640	LII	(b) Includes the Bezvada extension.
382,402	87,068	4,718	384,603	93,640		
697,657	2,75,144	22,495	723,303	3,12,459	LV	
697,657	2,75,144	22,495	723,303	3,12,459		
392,023	1,98,159	23,168	396,271	2,31,208	...	
2,612	1,155	140	2,681	1,451	LIX	
1,281,328	7,25,587	44,827	1,311,177	8,14,967	LX	
1,675,963	9,24,901	68,135	1,710,129	10,47,626		
231,981	45,861	6,439	243,992	58,414	LXII	
231,981	45,861	6,439	243,992	58,414		
73,687,409	3,95,28,142	69,52,392	80,335,273	5,52,25,243		(c) Bickaneer section only.
40,154,363	1,81,97,875	18,23,264	41,596,188	2,16,93,010		
113,841,862	5,77,26,017	87,75,656	121,93,461	7,69,18,253		

* See also statements Nos. 17 and 20.

Goods traffic on the standard and metre gauge railways

Serial No.	RAILWAY,	GOODS							
		GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION.		COAL FOR PUBLIC AND CONSTRUCTION.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	State lines worked by companies.		Rs.		Rs.		Rs.		Rs.
	Standard gauge.								
I	EAST INDIAN (a) . . .	2,718,020	2,37,28,334	9,068	4,04,684	37,640	24,969	1,697,587	77,48,742
III	BENGAL-NAGPUR . . .	506,681	32,85,830	404	2,800	189,011	2,69,457	365,275	2,89,183
IV	INDIAN MIDLAND (o) . .	330,233	24,23,222	1,132	17,890	11,697	48,769	6,760	37,354
	TOTAL . . .	3,554,934	2,94,37,386	10,604	4,25,374	238,348	3,43,195	2,069,622	80,75,279
	Metre gauge.								
X	BENGAL AND NORTH WESTERN- TIRHOOT SECTION . . . COMPANY'S SECTION . . .	604,957	22,03,678	...	...	7,727	49,235	18,989	41,258
XII	RAJPUTANA-MALWA . . .	1,405,111	1,44,67,267	5,926	1,08,014	40,994	1,00,706	10,290	85,042
XIII	SOUTHERN MAHARATTA (d) .	584,692	30,21,874	987	12,145	28,676	58,059	1,239	3,186
XV	SOUTH INDIAN . . .	865,820	29,05,826	244	8,576	244,845	1,35,795	1,141	3,002
	TOTAL . . .	3,460,580	2,25,98,645	7,157	1,28,735	322,242	3,43,795	31,659	1,32,488
	State lines worked by the State.								
	Standard gauge.								
XIX	NORTH WESTERN (e) . . .	2,260,651	1,93,60,108	32,105	4,76,018	502,140	2,39,280	24,282	74,611
XXI	ODDH AND ROHILKHAND . .	824,792	37,27,098	2,632	26,405	45,534	23,621	46,382	2,70,374
XXII	EASTERN BENGAL . . .	580,253	39,97,607	658	3,448	30,175	56,209	84,829	1,17,853
XXIII	BENGAL CENTRAL . . .	80,740	1,81,573	163	199	139	76	22,022	19,050
XXIV	CALCUTTA PORT COMMISSIONERS'. Information not furnished.								
	TOTAL . . .	3,746,436	2,72,66,386	35,558	5,06,070	577,988	3,19,186	177,515	4,81,888
	Metre gauge.								
XXIX	EASTERN BENGAL-- NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARLLA (2' 6" GAUGE) BRANCH . . . DACCA SECTION . . .	342,949 36,938	23,62,720 96,026	70 ...	364 ...	27,407 60	51,054 127	21,985 929	30,543 2,048
XXX	BURMA (f) . . .	434,959	21,28,816	1,643	40,579	100,893	43,436	1,015	335
	TOTAL . . .	814,846	45,87,562	1,713	40,943	128,360	94,617	23,929	32,926
	Lines worked by guaranteed companies.								
	Standard gauge.								
XXXV	GREAT INDIAN PENINSULA (g) .	2,275,670	3,32,10,429	9,258	2,46,576	75,699	83,504	87,305	2,22,905
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA (h) . . .	1,157,264	85,48,233	648	21,753	14,035	16,195	35,716	2,01,592
XXXVII	MADRAS . . .	820,020	50,73,164	1,640	82,682	23,448	36,919	33,475	1,55,549
	TOTAL . . .	4,252,954	4,68,31,826	11,546	3,51,011	113,182	1,36,618	156,496	5,80,046

No. 27.

during the year ending the 31st December 1891.

TRAFFIC.										Serial No.	REMARKS.
COAL FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL.		LIVE STOCK.		MISCELLA- NEOUS.	TOTAL.				
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.	Earnings.*			
	Rs.		Rs.		Rs.	Rs.		Rs.			
247,593	5,91,318	303,094	4,09,702	3,455	1,63,108	1,57,196	(b) 5,016,457	3,32,28,053	I	(a) Includes the Patna-Gya State railway. (b) These figures do not agree with those given in the Revenue Accounts owing to the through goods traffic being counted once only in the traffic return. (c) Includes the Bhopal-Itarsi State railway.	
31,134	1,03,378	10,442	13,255	113	7,394	25,364	1,103,060	39,96,661	IV		
35,877	1,22,695	184,955	29,710	139	4,075	4,194	(b)570,793	26,87,909			
314,604	8,17,391	498,491	4,52,667	3,707	1,74,577	1,56,754	6,690,310	3,99,12,623			
21,443	14,344	12,433	18,050	192	2,946	27,591	665,741	23,57,102	X	(d) Includes the Southern Mahratta railway (Mysore section) and the Kolbapur State railway.	
83,053	3,08,726	45,550	1,19,480	5,776	47,512	15,780	1,596,700	1,52,52,527	XII		
11,913	41,545	124,743	1,93,459	115	3,183	10,928	752,365	33,44,379	XIII		
21,853	39,059	488,927	1,31,202	230	3,166	4,408	1,623,060	32,31,034	XV		
138,262	4,03,674	671,653	4,62,191	6,313	56,807	58,707	4,637,866	2,41,85,042			
142,926	4,56,083	1,094,827	12,11,677	1,993	77,396	42,274	4,058,924	2,19,37,447	XIX	(e) Includes the Amritsar-Pathankot and the Jammu and Kashmir railways.	
36,931	1,37,067	179,898	62,313	298	10,330	18,341	1,136,467	42,75,549	XXI		
79,202	1,13,574	27,898	49,503	426	6,930	36,505	803,441	43,81,629	XXII		
6,728	2,482	3,357	2,175	...	...	673	113,209	2,06,228	XXIII		
									XXIV		
265,847	7,09,206	1,305,980	13,25,668	2,717	94,656	97,793	6,112,041	3,08,00,853		(f) Includes the Toungoo-Mandalay extension and the Mu Valley railway.	
									XXIX		
20,973	30,675	34,428	61,091	165	2,693	7,390	447,977	25,45,930			
4,055	871	3,854	3,040	...	...	720	45,836	1,02,832			
17,652	32,445	119,204	66,524	1,674	35,992	6,495	677,040	23,54,622	XXX		
42,680	63,391	157,486	1,30,655	1,839	38,685	14,605	1,170,853	50,03,384		(g) Includes the Wardha Coal, Dhond-Munmád, Khámgaon, and Amráoti State railways. (h) Includes the Pátri branch.	
229,885	8,70,950	520,520	8,75,724	9,059	1,16,506	1,11,134	3,207,396	3,57,37,728	XV		
39,582	1,01,120	131,030	1,50,821	13,370	8,24,059	10,591	1,396,645	93,74,364	XXXVI		
10,017	15,273	289,310	1,26,375	1,326	34,919	13,863	1,179,236	55,38,684	XXXVII		
279,484	9,87,343	940,860	11,52,920	28,755	4,75,484	1,35,528	5,783,277	5,06,50,776			

* See also statements Nos. 17 and 29.

STATEMENT

Goods traffic on the standard and metre gauge railways

Serial No.	RAILWAY.	GOODS							
		GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION.		COAL FOR PUBLIC AND CONSTRUCTION.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
			Rs.		Rs.		Rs.		Rs.
Assisted companies.									
<i>Standard gauge.</i>									
XXXVIII	DELHI-UMBALLA-KALKA .	55,221	3,19,722	2,100	20,719	1,946	6,644	2,524	8,711
XXXIX	TÁBAKESHWAR . . .	18,092	19,186	...	...	186	216	1,562	919
	TOTAL .	73,313	3,38,908	2,100	20,719	2,132	6,860	4,086	9,630
<i>Metre gauge.</i>									
XL	DEOGHUR . . .	8,968	2,659	...	...	...	...	...	...
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION).	137,722	3,14,861	608	4,025	6,104	7,467	926	1,448
XLII	DIBRU-SADIYA . . .	27,907	1,76,179	...	...	...	...	148,485	2,14,697
	TOTAL .	174,597	4,93,699	608	4,025	6,104	7,467	149,411	2,16,145
Lines owned by native states and worked by companies.									
<i>Standard gauge.</i>									
L	THE NIZAM'S GUARANTEED STATE (b).	187,483	11,60,992	753	12,365	16,616	15,853	98,410	5,68,964
LI	THE GAERWAR'S PETLÁD .	23,940	19,524	...	...	56	12	...	...
	TOTAL .	211,423	11,80,516	753	12,365	16,672	15,865	98,410	5,68,964
<i>Metre gauge.</i>									
LII	THE GAERWAR'S MEHSÁNA	63,098	87,807	...	1	19,520	11,245	7	13
	TOTAL .	63,098	87,807	...	1	19,520	11,245	7	13
Lines owned by native states and worked by state railway agency.									
<i>Standard gauge.</i>									
LIV	RÁJPURA-BHÁTINDA . .	138,918	3,77,389	1,175	16,048	1,970	1,037	1,012	1,120
	TOTAL .	138,918	3,77,389	1,175	16,048	1,970	1,037	1,012	1,120
Lines owned and worked by native states.									
<i>Metre gauge.</i>									
	JODHPUR	67,434	3,17,242	4	71	73,330	41,884	916	5,426
LIX	JODHPUR-BICKANEER .	1,356	2,751	1	7	1,465	582	...	...
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	122,325	5,82,011	...	...	7,465	10,354	2,485	7,711
	TOTAL .	191,115	9,02,004	5	78	82,260	52,820	3,401	13,137
Foreign lines.									
<i>Metre gauge.</i>									
LXII	WEST OF INDIA PORTUGUESE.	103,410	3,24,598	...	...	393	652	2,640	7,862
	TOTAL .	103,410	3,24,598	...	...	393	652	2,640	7,862
Summary.									
	STANDARD GAUGE .	11,977,978	10,54,32,411	61,736	13,31,587	950,292	8,22,761	2,507,141	97,16,927
	METRE GAUGE .	4,807,646	2,89,94,315	9,483	1,73,782	558,879	5,10,596	211,047	4,02,571
	TOTAL .	16,785,624	13,44,26,726	71,219	15,05,369	15,09,171	13,33,357	2,718,188	1,01,19,498

No. 27—concl'd.

during the year ending the 31st December 1891—concl'd.

TRAFFIC.									Serial No.	REMARKS.
COAL FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL.		LIVE STOCK.		MISCELLA- NEOUS.	TOTAL.			
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.	Earnings.*		
	Rs.		Rs.		Rs.	Rs.		Rs.		
...	...	...	...	91	1,283	1,779	61,882	3,58,858	XXXVIII	
3	3	1,227	572	1	2	117	21,071	21,015	XXXIX	
3	3	1,227	572	92	1,285	1,896	82,953	3,79,873		
222	... (a)	...	...	...	...	...	9,190	2,659	XL	(a) Earnings not given.
...	...	12,688	4,011	6	153	1,161	158,054	3,33,126	XLI	
...	...	2,051	5,874	73	808	244	178,516	3,97,802	XLII	
222	...	14,739	9,885	79	961	1,405	345,760	7,33,587		
20,991	52,723	161,532	41,864	103	2,532	4,704	485,888	18,59,997	L	(b) Includes the Bezyáda extension.
...	...	...	...	225	342	120	24,221	19,998	LI	
20,991	52,723	161,532	41,864	328	2,874	4,824	510,109	18,79,995		
12	5	224	115	493	444	230	83,354	99,860	LII	
12	5	224	115	493	444	230	83,354	99,860		
651	985	21,250	5,576	43	161	1,588	165,019	4,03,904	LV	
651	985	21,250	5,576	43	161	1,588	165,019	4,03,904		
1,560	2,520	1,702	1,456	33	357	2,902	144,979	3,71,858		
...	...	...	...	...	...	11	2,822	3,351	LIX	
4,327	6,502	19,553	18,114	63	495	955	156,218	6,26,142	LX	
5,887	9,022	21,255	19,570	96	852	3,868	304,019	10,01,351		
10	10	3,703	3,280	4	39	173	110,160	3,36,614	LXII	
10	10	3,703	3,280	4	39	173	110,160	3,36,614		
881,580	25,67,651	2,929,340	29,79,267	35,642	7,49,037	4,28,383	19,343,709	12,40,28,024		
187,073	4,76,102	869,060	6,25,696	8,824	97,788	78,988	6,652,012	3,13,59,838		
1,068,653	30,43,753	3,798,400	36,04,963	44,466	8,46,825	5,07,371	25,995,721	15,53,87,862		

* See also statements Nos. 17 and 29.

• Unit mileages of passengers and goods carried on the standard and metre gauge

Serial No.	RAILWAY.	PASSENGER TRAFFIC.						General merchandise.
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACH-ING TRAFFIC.	
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	Total. *	Ton-miles.	
	State lines worked by companies.							
	Standard gauge.							
I	EAST INDIAN (a)	6,547,260	20,491,934	39,251,362	960,878,031	1,027,168,587	10,914,968	708,559,209
III	BENGAL-NÁGPUR	334,362	836,162	1,261,575	62,533,793	64,965,892	471,897	70,958,104
IV	INDIAN MIDLAND (b)	1,265,763	4,585,449	26,662,971	76,116,846	108,631,029	1,330,916	65,812,139
	TOTAL	8,147,385	25,913,545	67,175,908	1,099,528,670	1,200,765,508	12,717,781	845,329,452
	Metre gauge.							
X	BENGAL AND NORTH WESTERN— TIERHOOT SECTION } COMPANY'S SECTION }	413,158	644,649	885,511	183,321,883	185,265,201	526,129	64,726,687
XII	RAJPUTANA-MALWA	1,734,741	6,047,972	17,215,738	485,553,142	510,551,594	4,081,204	418,223,840
XIII	SOUTHERN MAHRATTA (c)	1,291,648	3,609,863	...	182,596,155	187,497,666	1,205,133	60,371,358
XV	SOUTH INDIAN (d)	936,246	6,193,957	...	322,786,587	329,916,790	780,496	68,041,545
	TOTAL	4,375,793	16,496,441	18,101,249	1,174,257,768	1,213,231,251	6,592,962	611,363,430
	State lines worked by the State.							
	Standard gauge.							
XIX	NORTH WESTERN (e)	5,550,403	19,063,458	25,518,533	571,271,457	621,403,851	8,609,495	654,587,242
XXI	ODDH AND ROHILKHAND	1,806,742	3,860,467	5,002,256	242,505,393	253,174,858	1,000,533	116,616,711
XXII	EASTERN BENGAL	1,296,705	3,037,410	21,530,709	139,575,582	165,440,496	1,170,850	78,102,645
XXIII	BENGAL CENTRAL	95,056	659,471	4,241,182	31,028,133	36,3842	140,680	5,741,189
XXIV	CALCUTTA PORT COMMISSIONERS'	Information not furnished.						
	TOTAL	8,748,906	26,620,836	56,292,740	984,880,565	1,076,043,047	11,530,558	865,047,787
	Metre gauge.							
XXIX	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARILLA (2' 6" GAUGE) BRANCH. DACCA SECTION	757,770	1,820,346	6,929,869	87,995,439	97,503,424	848,371	44,374,548
		61,194	208,178	1,368,408	19,393,732	21,031,512	67,608	1,989,262
XXX	BURMA (f)	1,183,929	5,510,088	...	191,937,197	198,631,214	650,045	49,757,145
	TOTAL	2,002,893	7,538,612	8,298,277	299,326,368	317,166,150	1,570,024	96,120,955
	Lines worked by guaranteed companies.							
	Standard gauge.							
XXXV	GREAT INDIAN PENINSULA (g)	7,515,865	30,458,733	66,823,228	441,590,146	546,387,972	6,724,621	709,339,450
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA (h)	2,415,272	12,893,300	49,460,391	229,075,098	293,847,061	3,246,146	206,544,519
XXXVII	MADRAS	2,990,250	7,466,065	...	311,428,628	321,884,943	2,500,308	131,278,679
	TOTAL	12,921,387	50,818,098	116,283,619	982,096,872	1,162,119,976	12,471,075	1,047,162,648

* See also statement No. 17.

No. 28.

railways during the year ending the 31st December 1891.

GOODS TRAFFIC.								Serial No.	REMARKS.
NUMBER OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).									
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total.		
4,260,413	1,390,863	312,935,141	315,012	58,985,437	31,781,310	1,461,074	1,119,688,459	I	(a) Includes the Patna-Lya State railway.
32,629	9,376,731	7,530,857	377,645	7,155,701	887,550	36,739	96,355,956	III	
167,667	1,710,188	1,517,109	69,316	8,654,104	1,698,355	24,610	79,653,488	IV	(b) Includes the Bhopal-Itarsi railway.
4,460,709	12,477,782	221,983,107	761,973	74,795,242	34,367,215	1,522,423	1,295,697,903		
2	1,737,702	1,308,499	11,673	849,839	1,139,019	31,920	69,805,341	X	
972,527	5,352,671	2,020,088	507,772	16,935,833	7,068,185	588,678	451,669,594	XII	
112,337	2,991,181	69,364	372	1,906,795	11,260,062	16,638	76,728,107	XIII	(c) Includes the Southern Mahratta railway (Mysore section) and the Kolhapur State railway.
55,605	6,003,174	89,813	...	1,862,712	6,172,524	24,368	82,249,741	XV	(d) Includes the Pondicherry railway.
1,140,471	16,084,728	3,487,764	519,817	21,555,179	25,639,790	661,604	680,452,783		
4,885,019	12,902,424	2,136,991	1,238,022	27,043,654	79,679,451	466,365	782,039,165	XIX	(e) Includes the Amritsar-Pathankot and the Jammu and Kashmir railways.
303,700	1,846,541	17,288,883	...	9,637,642	5,039,832	63,478	150,796,787	XXI	
15,567	1,984,350	3,544,512	...	8,077,802	3,353,238	40,326	95,118,440	XXII	
324	2,694	901,119	...	175,222	153,529	...	6,974,077	XXIII	
								XXIV	
5,204,610	16,736,009	23,871,505	1,238,022	44,934,320	88,226,050	570,169	1,035,828,472		
26,516	1,801,386	766,352	...	2,062,089	4,453,346	12,984	53,497,221	XXIX	
...	4,482	65,094	...	61,558	214,571	...	2,334,967		
501,306	4,710,975	836	10,368	1,909,456	5,921,223	157,015	62,968,324	XXX	(f) Includes the Toungoo-Mandalay extension and the Mu Valley railway.
527,822	6,516,843	832,282	10,368	4,033,103	10,589,140	169,999	118,800,512		
1,778,544	2,932,048	8,510,902	3,893	38,127,591	48,693,027	1,343,037	810,728,492	XXXV	(g) Includes the Wardha Coal-Dhond-Manmad, Khamsong, and Amrāoti railways.
182,331	817,348	10,616,653	11,585	5,547,192	6,336,033	3,373,901	233,429,562	XXXVI	(h) Includes the Pātri branch.
492,392	1,564,535	5,685,393	...	715,304	5,987,809	221,581	145,945,693	XXXVII	
2,453,267	5,313,931	24,812,948	15,478	44,390,087	61,016,869	4,938,519	1,190,103,747		

STATEMENT

Unit mileages of passengers and goods carried on the standard and metre

Serial. No.	RAILWAY.	PASSENGER TRAFFIC.						
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE.)					OTHER COACHING TRAFFIC.	General merchandise.
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	Total.*	Ton-miles.	
	Assisted companies.							
	Standard gauge.							
XXXVIII	DELHI-UMBALLA-KALKA	309,251	762,549	640,487	20,003,103	21,715,390	354,916	4,915,191
XXXIX	TÁRAKESHWAR	5,954	51,089	1,445,299	16,270,098	17,772,440	27,975	361,701
	TOTAL	315,205	813,638	2,085,786	36,273,201	39,487,830	382,891	5,276,892
	Metre gauge.							
XL	DEOGHUR	3,885	...	1,040,546	...	1,044,431	...	42,956
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION)	402,110	...	634,634	24,302,563	25,339,307	148,714	7,427,631
XLII	DIBRU-SADIYA	66,314	56,672	...	2,394,927	2,517,913	6,491	980,236
	TOTAL	472,309	56,672	1,675,180	26,697,490	28,901,651	155,205	8,450,823
	Lines owned by native states and worked by companies.							
	Standard gauge.							
L	THE NIZAM'S GUARANTEED STATE (a)	675,046	3,026,575	12,282,746	42,104,990	58,089,357	467,397	21,615,186
LI	THE GAEKWAR'S PETLÁD	1,800	27,754	...	2,823,684	2,853,238	4,927	323,498
	TOTAL	676,846	3,054,329	12,282,746	44,928,674	60,942,595	472,324	21,938,684
	Metre gauge.							
LII	THE GAEKWAR'S MEHSÁNA	4,795	38,258	...	7,429,823	7,472,876	17,337	2,140,713
	TOTAL	4,795	38,258	...	7,429,823	7,472,876	17,337	2,140,713
	Lines owned by native states and worked by state railway agency.							
	Standard gauge.							
LV	RÁJPURA-BHÁTINDA	60,226	127,962	483,840	21,581,788	22,253,816	67,322	10,204,835
	TOTAL	60,226	127,962	483,840	21,581,788	22,253,816	67,322	10,204,835
	Lines owned and worked by native states.							
	Metre gauge.							
	JODHPORE	44,402	182,987	...	19,023,252	19,250,641	96,073	4,656,585
LIX	JODHPORE-BICKANEER (b)	1,104	1,675	...	110,886	113,665	639	58,965
LX	BHÁVANGAR-GONDAL-JUNÁGARH-POR-BANDAR	195,276	1,259,941	...	50,659,189	52,114,406	180,051	8,957,940
	TOTAL	240,782	1,444,603	...	69,793,327	71,478,712	276,763	13,673,490
	Foreign lines.							
	Metre gauge.							
LXII	WEST OF INDIA PORTUGUESE	37,760	120,128	...	3,522,125	3,680,013	23,862	4,865,822
	TOTAL	37,760	120,128	...	3,522,125	3,680,013	23,862	4,865,822
	Summary.							
	STANDARD GAUGE	30,869,955	107,348,408	254,604,639	3,168,789,770	3,561,612,772	37,641,951	2,784,960,298
	METRE GAUGE	7,134,332	25,694,714	28,074,706	1,581,036,901	1,641,930,653	8,636,153	736,615,233
	TOTAL	38,004,287	133,043,122	282,679,345	4,749,826,671	5,203,543,425	46,278,104	3,521,575,531

* See also state

No. 28—concl'd.

gauge railways during the year ending the 31st December 1891—concl'd.

GOODS TRAFFIC.								Serial No.	REMARKS.
NUMBER OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).									
Military stores.	Railway ma- terials for con- struction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construc- tion (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total. *		
221,365	217,096	319,644	489	...	...	8,934	5,682,719	XXXVIII	(a) Includes the Bezváda extension.
...	3,819	26,097	...	40	26,304	12	417,973	XXXIX	
221,365	220,915	345,741	489	40	26,304	8,946	6,100,692		
...	...	...	...	1,064	...	...	44,020	XL	
51,125	322,141	1,580	90,501	...	274,665	383	8,168,026	XLI	
...	...	9,048,484	...	...	55,769	2,889	10,087,378	XLII	
51,125	322,141	9,050,064	90,501	1,064	330,434	3,272	18,299,424		
90,813	539,321	22,726,268	7,870	2,430,967	2,742,720	12,434	50,166,079	L	
...	631	...	...	...	...	3,109	327,238	LI	
90,813	540,452	22,726,268	7,870	2,430,967	2,742,720	15,543	50,498,317		
...	482,667	279	...	274	6,329	14,415	2,644,677	LII	
...	482,667	279	...	274	6,329	14,415	2,644,677		
126,575	71,930	47,522	...	68,417	371,563	1,085	10,891,927	LV	
126,575	71,930	47,522	...	68,417	371,563	1,085	10,891,927		
392	3,070,355	91,912	...	141,156	69,718	2,114	8,032,232		
41	50,105	...	...	...	...	...	109,111	LIX	
...	724,247	246,482	68	294,392	1,876,321	8,781	12,108,231	LX	
433	3,844,707	338,394	68	435,548	1,946,039	10,895	20,249,574		
...	12,214	134,260	354	398	107,389	119	5,120,556	LXII	
...	12,214	134,260	354	398	107,389	119	5,120,556		
12,557,339	35,361,019	394,003,698	2,023,832	166,619,083	186,750,721	7,056,685	3,589,116,058		
1,719,851	27,263,300	13,843,043	621,108	26,025,566	38,619,121	860,304	845,567,526		
14,277,190	62,624,319	407,846,741	2,644,940	192,644,649	225,369,842	7,916,989	4,434,683,584		

								(b) Bickaneer section only.
--	--	--	--	--	--	--	--	-----------------------------

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile

Serial No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Percent on total traffic earnings.	Amount.	Per goods train-mile.	Percent on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	State lines worked by companies.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	Standard gauge.										
I	EAST INDIAN (a)	1,61,22,409	4.13	32.67	3,32,28,053	6.28	67.33	4,93,50,462	5.37	6,67,339	0.07
III	BENGAL-NAGPUR	9,30,522	3.23	18.89	39,96,661	4.62	81.11	49,27,183	4.27	5,30,173	0.46
IV	INDIAN MIDLAND (b)	18,38,501	2.63	40.62	26,87,909	3.22	59.38	45,26,410	2.95	2,27,265	0.15
VI	WARDHA COAL	...	...	...	...	...	...	...	...	(c) 1,23,891	...
VII	DHOND-MANMAD	...	...	...	...	...	...	...	...	(c) 3,21,892	...
VIII	BEZVADA EXTENSION	...	...	...	...	...	...	...	...	(c) 30,057	...
	TOTAL	1,88,91,432	3.86	32.13	3,99,12,623	5.71	67.87	5,88,04,055	4.95	19,00,117	0.16
	Metre gauge.										
X	BENGAL AND NORTH WESTERN—										
	TIRHOOT SECTION	19,96,749	3.13	45.86	23,57,102	2.62	54.14	43,53,851	2.83	1,51,942	0.10
	COMPANY'S SECTION										
XII	RAJPUTANA-MALWA	62,71,472	3.04	29.14	1,52,52,527	3.28	70.86	2,15,23,999	3.20	2,65,570	0.04
XIII	SOUTHERN MAHRATTA (e)	26,52,855	2.50	44.23	33,44,379	2.40	55.77	59,97,234	2.44	1,46,239	0.06
XV	SOUTH INDIAN (f)	37,57,705	2.84	53.77	32,31,034	2.04	46.23	69,88,739	2.40	68,123	0.02
	TOTAL	1,46,78,781	2.89	37.77	2,41,85,042	2.84	62.23	3,88,63,823	2.85	6,31,874	0.05
	State lines worked by the State.										
	Standard gauge.										
XIX	NORTH WESTERN (g)	1,00,51,057	3.34	31.42	2,19,37,447	3.58	68.58	3,19,88,504	3.50	4,71,042	0.05
XX	AMRITSAR-PATHANKOT	...	...	...	...	...	...	...	...	(c) 1,12,259	...
XXI	ODDH AND ROHILKHAND	38,42,518	3.66	47.33	42,75,549	3.50	52.67	81,18,067	3.57	4,46,142	0.20
XXII	EASTERN BENGAL	26,33,664	3.13	37.54	43,81,629	5.30	62.46	70,15,293	4.21	2,63,002	0.16
XXIII	BENGAL CENTRAL	5,97,131	3.18	74.33	2,06,223	1.86	25.67	8,03,359	2.69	8,307	0.03
XXIV	CALCUTTA PORT COMMISSIONERS'	Information not furnished	...	...	...	...	...	...	...	...	...
	TOTAL	1,71,24,370	3.37	35.73	3,08,00,853	3.71	64.27	4,79,25,223	3.58	13,00,752	0.10
	Metre gauge										
XXIX	EASTERN BENGAL—										
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARILLA (2' 6" GAUGE) BRANCH.	15,77,883	2.84	38.26	25,45,930	3.06	61.74	41,23,813	2.97	44,174	0.03
	DACCA SECTION	3,03,964	2.35	74.72	1,02,832	1.75	25.28	4,06,796	2.16	9,119	0.05
XXX	BURMA (h)	34,19,266	4.19	59.22	23,54,622	2.73	40.78	57,73,888	3.44	80,455	0.05
	TOTAL	53,01,113	3.53	51.45	50,03,384	2.85	48.56	1,03,04,497	3.17	1,33,748	0.04
	Lines worked by guaranteed companies.										
	Standard gauge.										
XXXV	GREAT INDIAN PENINSULA (i)	90,87,884	2.72	20.8	3,57,37,728	5.05	79.72	4,48,25,612	4.30	4,29,721	0.04
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA	45,11,243	3.51	32.49	93,74,364	7.20	67.51	1,38,85,607	5.36	2,52,162	0.10
XXXVII	MADRAS	36,14,372	3.02	39.49	55,38,684	4.18	60.51	91,53,056	3.63	1,91,632	0.08
	TOTAL	1,72,13,499	2.96	25.36	5,06,50,776	5.22	74.64	6,78,64,275	4.37	8,73,515	0.06
	Assisted companies.										
	Standard gauge.										
XXXVIII	DELHI-UMBALLA-KALKA	5,42,887	1.92	60.20	3,58,858	4.99	39.80	9,01,745	2.54	5,951	0.01
XXXIX	TABAKESHWAR	2,83,056	5.99	93.09	21,015	3.96	6.91	3,04,071	5.78	1,061	0.02
	TOTAL	8,25,943	2.50	68.50	3,79,873	4.92	31.50	12,05,816	2.96	7,012	0.02

(a) Includes the Patna-Gya State railway.
(b) Includes the Bhopal-Itarsi railway.
(c) Represent amounts received by the State as rent from the working railway.
(d) Expenditure incurred direct by the State.
(e) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr railway.
(f) Includes the Pondicherry railway.
(g) Includes the Amritsar-Pathankot and Jammu and Kashmir railways.
(h) Includes the Toungoo-Mandalay and the Mu Valley railways.
(i) Includes branch lines worked, but excludes charges incurred on them direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula railway only.

No. 29.

per week, on the standard and metre gauge railways during the year ending the 31st December 1891.

TOTAL EARNINGS, EXCLUDING STEAM-BOAT.			STEAM-BOAT EARNINGS.		GROSS EARNINGS, INCLUDING STEAM-BOAT.			WORKING EXPENSES.			NET EARNINGS.			Serial No.
Amount.	Per mean-mile worked per week. †	Per train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.	Percent. on total standard or metre gauge.	Amount.	Per train-mile.	Percent. on gross earnings.	Amount.	Per train-mile.	Percent. on total capital outlay on open line.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
5,00,17,801	599	5'44	75,145	0'01	5,00,92,946	5'45	27'22	1,35,37,500	1'47	27'02	3,65,55,446	3'98	10'05	I
54,57,356	129	4'73	...	...	54,57,356	4'73	2'93	27,72,904	2'40	50'81	26,84,452	2'33	2'96	III
47,53,675	121	3'10	...	...	47,53,675	3'10	2'58	31,79,741	2'07	66'89	15,73,934	1'03	1'71	IV
(c) 1,23,891	...	...	...	...	(c) 1,23,891	...	...	(d) 63,838	...	...	60,053	...	...	VI
(c) 3,21,392	...	...	...	...	(c) 3,21,392	...	...	(d) 12,809	...	...	3,08,583	...	...	VII
(c) 30,057	...	...	...	...	(c) 30,057	...	...	(d) 1,358	...	...	28,699	...	...	VIII
6,07,04,172	368	5'11	75,145	0'01	6,07,79,317	5'11	33'02	1,95,68,150	1'65	32'32	4,12,11,167	3'47	7'31	
45,05,793	121	2'93	4,60,395	0'30	49,66,188	3'23	9'03	19,88,347	1'29	40'04	29,77,841	1'94	6'07	X
2,17,89,569	251	4'24	...	...	2,17,89,569	3'24	39'61	94,72,504	1'41	43'47	1,23,17,065	1'83	9'49	XII
61,43,473	87	2'50	...	...	61,43,473	2'50	11'17	40,69,915	1'66	66'25	20,73,558	0'84	1'86	XIII
70,56,862	154	2'42	...	...	70,56,862	2'42	12'83	46,07,131	1'58	65'29	24,49,731	0'84	3'64	XV
3,94,95,697	164	2'90	4,60,395	0'03	3,99,56,092	2'93	72'64	2,01,37,897	1'48	50'40	1,98,18,195	1'46	5'55	
3,24,59,546	261	3'55	6,550	...	3,24,66,096	3'55	17'64	2,04,45,966	2'24	62'98	1,20,20,130	1'31	3'01	XIX
(c) 1,12,259	...	...	...	...	(c) 1,12,259	...	...	...	...	...	1,12,259	...	...	XX
85,64,209	238	3'77	...	...	85,64,209	3'77	4'65	36,21,751	1'59	42'29	49,42,458	2'18	5'33	XXI
72,78,295	562	4'36	4,41,063	0'27	77,19,358	4'63	4'19	33,66,195	2'02	43'61	43,53,163	2'61	7'53	XXII
8,11,666	125	2'72	...	...	8,11,666	2'72	0'44	4,83,930	1'62	59'62	3,27,736	1'10	3'30	XXIII
...	...	...	...	...	...	...	...	...	...	...	...	...	...	XXIV
4,92,25,975	273	3'68	4,47,613	0'03	4,96,73,583	3'71	26'99	2,79,17,842	2'09	56'33	2,17,55,746	1'63	3'85	
41,67,987	181	3'00	3,72,181	0'27	45,40,168	3'27	8'25	25,18,842	1'81	55'48	20,21,326	1'46	5'45	XXIX
4,15,915	93	2'21	...	...	4,15,915	2'21	0'76	2,58,303	1'37	62'10	1,57,612	0'84	2'36	
58,54,343	193	3'49	853	...	58,55,196	3'49	10'64	34,83,805	2'08	59'50	23,71,391	1'41	4'32	XXX
1,04,38,245	180	3'21	3,72,034	0'11	1,08,11,279	3'32	19'65	62,60,950	1'92	57'91	45,50,329	1'40	4'61	
4,52,55,333	584	4'34	...	...	4,52,55,333	4'34	24'59	2,18,34,585	2'09	48'25	2,34,20,748	2'25	8'44	XXXV
1,41,37,769	590	5'46	...	...	1,41,37,769	5'46	7'68	58,29,567	2'25	41'23	83,08,202	3'21	8'69	XXXVI
93,44,688	214	3'70	...	...	93,44,688	3'70	5'08	54,38,158	2'15	58'20	39,06,530	1'55	3'28	XXXVII
6,87,37,790	474	4'43	...	...	6,87,37,790	4'43	37'34	3,31,02,310	2'13	48'16	3,56,35,480	2'29	7'23	
9,07,696	128	2'55	...	...	9,07,696	2'55	0'49	4,35,694	1'23	48'00	4,72,002	1'33	3'15	XXXVIII
3,05,132	264	5'80	...	...	3,05,132	5'80	0'17	1,41,654	2'69	46'42	1,63,478	3'11	9'46	XXXIX
12,12,828	147	2'97	...	...	12,12,828	2'97	0'66	5,77,348	1'42	47'60	6,35,480	1'56	3'81	

* See also statements Nos. 26 and 17.
† See also statements Nos. 27 and 17.
‡ See also statement No. 17.
§ See also statements Nos. 30 and 17.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Serial No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Percent on total traffic earnings.	Amount.	Per goods train-mile.	Percent on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	Assisted companies.										
	Metre gauge.										
XL	DEOGHUR	23,383	(a)	91.43	2,659	(a)	8.57	31,042	2.15	123	0.01
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION). (b)	4,14,291	2.64	55.43	3,33,126	2.36	44.57	7,47,417	2.51	1,32,736	0.44
XLII	DIBRU-SADIYA	70,762	3.70	15.10	3,97,802	2.97	84.90	4,68,564	3.06	30,119	0.20
	TOTAL	5,13,436	2.92	41.17	7,33,587	2.67	58.83	12,47,023	2.68	1,62,978	0.35
	Lines owned by native states and worked by companies.										
	Standard gauge.										
XLVII	KHÁMGAON	...	...	...	...	...	...	...	...	(c) 32,620	...
XLVIII	AMRÁOTI	...	...	...	...	...	...	...	...	(c) 54,277	...
L	THE NIZAM'S GUARANTEED STATE (e)	8,19,129	3.78	30.53	18,59,997	4.47	69.42	26,79,126	4.24	97,311	0.15
LI	THE GAEKWAR'S PETLÁD	38,411	3.08	65.76	19,998	2.84	34.24	58,409	2.99	704	0.04
	TOTAL	8,57,540	3.74	31.33	18,79,995	4.45	68.67	27,37,535	4.20	1,84,912	0.28
	Metre gauge.										
LII	THE GAEKWAR'S MEHSÁNA	93,640	2.61	48.39	99,860	2.11	51.61	1,93,500	2.33	747	0.01
	TOTAL	93,640	2.61	48.39	99,860	2.11	51.61	1,93,500	2.33	747	0.01
	Lines owned by native states and worked by state railway agency.										
	Standard gauge.										
LV	RÁJPURA-BHÁTINDA	3,12,459	3.94	43.62	4,03,904	3.48	56.38	7,16,363	3.66	3,496	0.02
LVI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	...	...	...	...	...	...	...	...	(c) 15,904	...
	TOTAL	3,12,459	3.94	43.62	4,03,904	3.48	56.38	7,16,363	3.66	19,400	0.02
	Lines owned and worked by native states.										
	Metre gauge.										
	JODHPORE	2,31,208	2.75	38.34	3,71,858	2.43	61.66	6,03,066	2.54	9,773	0.04
LIX	JODHPORE-BICKANEER	1,451	1.07	30.22	3,351	1.83	69.78	4,802	1.51	337	0.11
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	8,14,967	3.02	56.55	6,26,142	3.23	43.45	14,41,109	3.11	36,154	0.08
	TOTAL	10,47,626	2.95	51.13	10,01,351	2.87	48.87	20,48,977	2.91	46,264	0.07
	Foreign lines.										
	Metre gauge.										
LXII	WEST OF INDIA PORTUGUESE	58,414	1.26	14.79	3,36,614	3.77	85.21	3,95,028	2.90	20,900	0.15
	TOTAL	58,414	1.26	14.79	3,36,614	3.77	85.21	3,95,028	2.90	20,900	0.15
	Summary.										
	STANDARD GAUGE	5,52,25,243	3.36	30.81	12,40,23,024	4.87	69.19	17,92,53,267	4.26	42,85,708	0.10
	METRE GAUGE	2,16,93,010	3.01	40.89	3,13,59,838	2.84	59.11	5,30,52,848	2.91	9,96,511	0.05
	TOTAL	7,69,18,253	3.25	33.11	15,53,87,862	4.24	66.89	23,23,06,115	3.85	52,82,219	0.09

(a) Data for calculating these items not available.
(b) Includes the Rohilkhand-Kumaun (Lucknow-Bareilly section).
(c) Represents amounts received by the State as rent from the working railway.
(d) Expenditure incurred direct by the State.

No. 29—concl'd.

week on the standard and metre gauge railways during the year ending the 31st December 1891.

TOTAL EARNINGS, EXCLUDING STEAM-BOAT.			STEAM-BOAT EARNINGS.		GROSS EARNINGS, INCLUDING STEAM-BOAT.			WORKING EXPENSES.			NET EARNINGS.			Serial No.
Amount.	Per mean-mile worked per week. †	Per train-mile.	Amount.	Per train-mile.	Amount.	Per train-mile.	Per cent. on total standard or metre gauge.	Amount.	Per train-mile.	Percent on gross earnings.	Amount.	Per train-mile.	Percent on total capital outlay on open line.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
31,165	125	2·16	...	...	31,165	2·16	0·06	15,736	1·09	50·49	15,429	1·07	5·46	XL
8,80,153	76	2·96	...	...	8,80,153	2·96	1·60	5,46,267	1·84	62·07	3,33,886	1·12	3·35	XLI
4,98,683	123	3·26	...	...	4,98,683	3·26	0·91	3,28,156	2·14	65·80	1,70,527	1·12	2·54	XLII
14,10,001	88	3·03	...	...	14,10,001	3·03	2·55	8,90,159	1·91	63·13	5,19,842	1·12	3·07	
(c) 32,620	...	...	...	...	(c) 32,620	...	...	...	...	...	32,620	...	...	XLVII
(c) 54,277	...	...	...	...	(c) 54,277	...	...	(d) 884	...	...	53,393	...	...	XLVIII
27,76,437	151	4·39	...	...	27,76,437	4·39	1·51	15,18,577	2·40	54·70	12,57,860	1·99	3·18	L
59,113	85	3·03	...	...	59,113	3·03	0·08	22,767	1·17	38·51	36,346	1·86	5·18	LI
29,22,447	153	4·35	...	...	29,22,447	4·35	1·59	15,42,228	2·36	54·35	13,80,219	1·99	3·35	
1,94,247	49	2·34	...	...	1,94,247	2·34	0·35	88,446	1·07	45·53	1,05,801	1·27	3·64	LII
1,94,247	49	2·34	...	...	1,94,247	2·34	0·35	88,446	1·07	45·53	1,05,801	1·27	3·64	
7,19,859	128	3·68	...	...	7,19,859	3·68	0·39	3,95,922	2·02	55·00	3,23,937	1·66	4·92	LV
(c) 15,904	...	...	...	...	(c) 15,904	...	...	...	...	...	15,904	...	...	LVI
7,35,763	128	3·68	...	...	7,35,763	3·68	0·40	3,95,922	2·02	55·00	3,30,841	1·66	4·52	
6,12,839	66	2·58	...	...	6,12,839	2·58	1·11	2,78,475	1·17	45·44	3,34,364	1·41	7·99	
5,139	36	1·61	...	...	5,139	1·61	0·01	2,415	0·76	47·00	2,724	0·85	0·19	LIX
14,77,263	85	3·19	...	...	14,77,263	3·19	2·69	10,01,477	2·16	67·79	4,75,786	1·03	2·78	LX
20,95,241	78	2·98	...	...	20,95,241	2·98	3·81	12,82,367	1·83	61·20	8,12,874	1·15	3·58	
4,15,928	157	3·06	(f) 1,28,086	0·94	5,44,014	4·00	0·99	4,22,431	3·11	77·65	1,21,583	0·89	0·74	LXII
4,15,928	157	3·06	1,28,086	0·94	5,44,014	4·00	0·99	4,22,431	3·11	77·65	1,21,583	0·89	0·74	
18,35,38,975	351	4·37	5,22,758	0·01	18,40,61,733	4·38	100·00	8,31,03,800	1·98	45·15	10,09,57,933	2·40	5·98	
5,40,49,359	155	2·96	9,61,515	0·05	5,50,10,874	3·02	100·00	2,90,82,250	1·60	52·87	2,59,28,624	1·42	5·04	
23,75,88,334	273	3·94	14,84,273	0·02	23,90,72,607	3·96	...	11,21,86,050	1·86	46·93	12,68,86,557	2·10	5·76	

(e) Includes the earnings and expenses of the Bezvada extension, but excludes the charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Nizam's Guaranteed State railway only.

(f) Harbour earnings.

* See also statements Nos. 26 and 17.

† See also statements Nos. 27 and 17.

‡ See also statement No. 17.

§ See also statements Nos. 30 and 17.

STATEMENT

Working expenses in detail on the standard and metre gauge railways

Serial No.	RAILWAY.	Mean mileage worked. (From statement No. 24, pages 111-113).	MAINTENANCE OF WAY, WORKS, AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC
			Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.
	State lines worked by companies.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	<i>Standard gauge.</i>											
I	EAST INDIAN (a)	1,606·88	35,28,246	0·38	7·04	40,84,386	0·44	8·14	12,15,315	0·13	2·43	29,89,148
III	BENGAL-NAGPUR	810·72	6,93,416	0·60	12·71	7,86,679	0·68	14·41	1,89,170	0·16	3·47	3,86,540
IV	INDIAN MIDLAND (c)	753·65	6,77,080	0·44	14·24	10,36,911	0·68	21·81	2,21,033	0·14	4·65	4,46,856
VI	WARDHA COAL	(45·00)	(d)62,458	...	...	...	...	...	...	...	...	...
VII	DHOND-MANMAD	(145·50)	...	...	...	...	...	...	...	...	...	...
VIII	BEZVADA EXTENSION	(21·47)	...	...	...	...	...	...	...	...	...	...
	TOTAL	3,171·25	49,61,200	0·40	8·12	59,07,976	0·48	9·80	16,25,518	0·13	2·70	38,22,544
	<i>Metre gauge.</i>											
X	BENGAL AND NORTH WESTERN—											
	TIRHOOT SECTION	717·00	3,71,478	0·24	7·48	4,73,557	0·31	9·53	1,33,420	0·08	2·69	3,56,599
	COMPANY'S SECTION											
XII	RAJPUTANA-MALWA	1,672·56	16,01,163	0·24	7·35	40,85,617	0·61	18·75	10,88,097	0·16	4·99	13,93,748
XIII	SOUTHERN MAHRATTA (e)	1,361·31	9,43,314	0·39	15·35	13,52,663	0·55	22·02	2,95,413	0·12	4·81	7,09,554
XV	SOUTH INDIAN (f)	883·43	15,63,788	0·54	22·16	16,67,036	0·57	23·62	2,85,871	0·10	4·05	5,38,496
	TOTAL	4,634·30	44,79,743	0·33	11·21	75,78,873	0·56	18·97	18,02,801	0·13	4·51	29,98,397
	State lines worked by the State.											
	<i>Standard gauge.</i>											
XIX	NORTH WESTERN (g)	2,395·45	75,32,445	0·82	23·20	66,31,865	0·73	20·43	22,30,030	0·24	6·87	23,80,511
XXI	OUDEH AND ROHILKHAND	692·55	8,98,275	0·39	10·49	12,11,926	0·53	14·15	3,08,051	0·14	3·60	6,84,369
XXII	EASTERN BENGAL	248·93	8,15,742	0·49	10·57	7,09,963	0·43	9·20	3,39,563	0·20	4·40	7,40,156
XXIII	BENGAL CENTRAL	125·01	1,09,590	0·37	13·50	1,08,922	0·36	13·42	44,502	0·15	5·48	1,09,247
XXIV	CALCUTTA PORT COMMISSIONERS'	Information not furnished.										
	TOTAL	3,461·94	93,56,052	0·70	18·88	86,62,676	0·65	17·48	29,22,146	0·22	5·90	39,14,283
	<i>Metre gauge.</i>											
XXIX	EASTERN BENGAL—											
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARLLA (2' 6" GAUGE) BRANCH	442·17	9,35,248	0·67	20·60	4,15,264	0·30	9·15	1,16,208	0·08	2·56	3,99,421
	DACCA SECTION	85·92	84,406	0·45	20·29	65,773	0·35	15·81	22,492	0·12	5·41	56,889
XXX	BURMA (h)	583·38	12,19,349	0·73	20·82	10,31,607	0·61	17·62	2,48,076	0·15	4·24	5,87,002
	TOTAL	1,111·47	22,39,003	0·69	20·71	15,12,644	0·47	13·99	3,86,776	0·12	3·58	10,43,312

(a) Includes the Patna-Gya and Delhi-Umballa-Kalka railways and foreign lines worked over.

(b) Excludes the working expenses of the Delhi-Umballa-Kalka railway (Rs. 4,35,694).

(c) Includes the Bhopal-Itarsi State railway and foreign lines worked over.

(d) Expenditure incurred direct by the State.

(e) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr railway.

(f) Includes the Pondicherry railway.

N.B.—The mileages shown within brackets.

No. 30.

during the year ending the 31st December 1891.

FIG.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS.			TOTAL.			Serial No.
Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0·33	5·97	17,36,760	0·19	3·47	63,651	0·01	0·13	3,55,688	0·04	0·71	(b) 1,35,37,500	1·47	27·02	I
0·34	7·08	6,10,008	0·53	11·18	...	...	...	1,07,091	0·09	1·96	27,72,904	2·40	50·81	III
0·29	9·40	4,63,848	0·30	9·76	...	...	...	3,34,013	0·22	7·03	31,79,741	2·07	66·89	IV
...	...	(d) 1,380	...	...	...	...	...	...	...	...	(d) 63,838	...	...	VI
...	...	(d) 12,809	...	...	...	...	...	...	...	...	(d) 12,809	...	...	VII
...	...	(d) 1,358	...	...	...	...	...	...	...	...	(d) 1,358	...	...	VIII
0·31	6·34	28,26,163	0·23	4·66	63,651	0·01	0·11	7,96,792	0·07	1·32	1,95,68,150	1·64	32·32	
0·23	7·18	3,65,421	0·24	7·36	2,78,438	0·18	5·61	9,434	0·01	0·19	19,88,347	1·29	40·04	X
0·21	6·40	11,65,795	0·17	5·35	...	...	...	1,38,084	0·02	0·63	94,72,504	1·41	43·47	XII
0·29	11·55	7,21,540	0·29	11·75	...	...	...	47,431	0·02	0·77	40,69,915	1·66	66·25	XIII
0·18	7·63	5,05,852	0·17	7·17	...	...	...	46,088	0·02	0·66	46,07,131	1·58	65·29	XV
0·22	7·50	27,53,608	0·20	6·90	2,78,438	0·02	0·70	2,41,037	0·02	0·60	2,01,37,897	1·48	50·40	
0·26	7·33	11,49,802	0·13	3·55	80,607	0·01	0·25	(h) 4,40,706	0·05	1·35	(h) 2,04,45,966	2·24	62·98	XIX
0·30	7·99	4,35,660	0·19	5·09	...	...	...	83,470	0·04	0·97	36,21,751	1·59	42·29	XXI
0·44	9·59	2,79,675	0·17	3·62	3,36,516	0·20	4·36	1,44,580	0·09	1·87	33,66,195	2·02	43·61	XXII
0·37	13·46	95,412	0·32	11·76	...	...	...	16,257	0·05	2·00	4,83,930	1·62	59·62	XXIII
														XXIV
0·29	7·90	19,60,549	0·15	3·96	4,17,123	0·03	0·84	6,85,013	0·05	1·38	2,79,17,842	2·09	56·33	
0·29	8·80	2,08,041	0·15	4·58	4,06,152	0·29	8·94	38,508	0·03	0·85	25,18,842	1·81	55·48	XXIX
0·30	13·68	21,702	0·11	5·22	...	...	...	7,041	0·04	1·69	2,58,303	1·37	62·10	
0·35	10·02	3,45,211	0·21	5·90	7,912	...	0·14	41,648	0·03	0·76	34,83,805	2·08	59·50	XXX
0·32	9·65	5,74,954	0·18	5·32	4,14,064	0·13	3·83	90,197	0·03	0·83	62,60,950	1·92	57·91	

(g) Includes the Amritsar-Pathankot and the Jammu and Kashmir railways and foreign lines worked over.

(h) Includes Rs. 1,28,163 on account of rent of leased lines.

(i) Includes the Youngoo-Mandalay extension and the Mu Valley railway.

* See also statements Nos. 29 and 17.

† See also statement No. 17.

are not included in the totals.

STATEMENT

Working expenses in detail on the several standard and metre gauge

Serial No.	RAILWAY.	Mean mileage worked. (From statement No. 24, pages 111-13).	MAINTENANCE OF WAY, WORKS, AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAF
			Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	
	Lines worked by guaranteed companies.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	<i>Standard gauge.</i>											
XXXV	GREAT INDIAN PENINSULA (a) ...	1,489·13	54,29,605	0·52	12·00	86,10,191	0·83	19·02	22,27,021	0·21	4·92	29,99,568
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA (c) ...	460·90	17,09,193	0·66	12·09	20,32,309	0·78	14·38	6,40,981	0·25	4·53	8,31,181
XXXVII	MADRAS ...	839·30	13,06,187	0·52	13·98	21,14,363	0·84	22·63	4,97,691	0·19	5·33	8,54,582
	TOTAL ...	2,789·33	84,44,985	0·54	12·29	1,27,56,863	0·82	18·56	33,65,693	0·22	4·89	46,85,331
	Assisted companies.											
	<i>Standard gauge.</i>											
XXXVIII	DELHI-UMBALLA-KALKA ...	136·01	...	...	...	...	...	...	...	...	...	...
XXXIX	TARAKESHWAR ...	22·23	21,272	0·40	6·97	24,517	0·47	8·03	7,339	0·14	2·41	17,882
	TOTAL ...	158·24	21,272	0·40	6·97	24,517	0·47	8·03	7,339	0·14	2·41	17,882
	<i>Metre gauge.</i>											
XL	DEOGHUR ...	4·79	3,036	0·21	9·74	4,784	0·33	15·35	633	0·05	2·03	4,516
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION) (d) ...	223·63	93,083	0·31	10·58	1,31,898	0·44	14·99	28,542	0·10	3·24	1,12,534
XLII	DIBRU-SADIYA ...	78·00	1,29,326	0·84	25·93	57,168	0·37	11·46	23,964	0·16	4·81	38,002
	TOTAL ...	306·42	2,25,445	0·48	15·99	1,93,850	0·42	13·75	53,139	0·11	3·77	1,55,052
	Lines owned by native states and worked by companies.											
	<i>Standard gauge.</i>											
XLVIII	AMRÁOTI ...	(5·50)	...	...	...	...	...	...	...	...	...	...
L	THE NIZAM'S GUARANTEED STATE (f). ...	353·77	4,77,167	0·75	17·19	4,12,220	0·65	14·85	94,576	0·15	3·41	2,15,875
LI	THE GAEKWAR'S PETLÁD ...	13·35	5,192	0·27	8·78	8,609	0·44	14·56	2,769	0·14	4·68	3,562
	TOTAL ...	367·12	4,82,359	0·74	17·01	4,20,829	0·65	14·84	97,345	0·15	3·43	2,19,437
	<i>Metre gauge.</i>											
LII	THE GAEKWAR'S MEHSÁNA ...	75·68	17,501	0·21	9·01	36,720	0·44	18·90	9,815	0·12	5·05	12,580
	TOTAL ...	75·68	17,501	0·21	9·01	36,720	0·44	18·90	9,815	0·12	5·05	12,580
	Lines owned by native states and worked by state railway agency.											
	<i>Standard gauge.</i>											
LV	RÁJPURA-BHÁTINDA ...	107·94	...	...	...	...	...	...	...	...	...	...
	TOTAL ...	107·94	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.											
	<i>Metre gauge.</i>											
LIX	JODHPORE ...	179·92	99,801	0·42	16·28	1,17,163	0·49	19·12	9,190	0·04	1·50	28,830
LX	JODHPORE-BICKANER ...	2·74	30	0·01	0·58	1,694	0·53	32·96	50	0·02	0·97	309
	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR. ...	333·69	3,74,948	0·81	25·38	2,43,846	0·53	16·51	33,959	0·07	2·30	1,50,778
	TOTAL ...	516·35	4,74,779	0·67	22·66	3,62,703	0·52	17·31	43,199	0·06	2·06	1,79,917
	Foreign lines.											
	<i>Metre gauge.</i>											
LXII	WEST OF INDIA PORTUGUESE ...	51·00	94,510	0·69	17·33	99,176	0·73	18·23	16,009	0·12	2·94	45,721
	TOTAL ...	51·00	94,510	0·69	17·38	99,176	0·73	18·23	16,009	0·12	2·94	45,721
	Summary.											
	STANDARD GAUGE ...	10,055·82	2,32,65,866	0·55	12·64	2,77,72,861	0·66	15·09	80,18,041	0·19	4·36	1,26,59,477
	METRE GAUGE ...	6,695·22	75,30,981	0·41	13·69	97,83,966	0·54	17·79	23,11,739	0·13	4·20	44,34,979
	TOTAL ...	16,751·04	3,07,96,846	0·51	12·88	3,75,56,827	0·62	15·70	1,03,29,780	0·17	4·32	1,70,94,456

(a) Includes the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railways, but excludes the charges incurred direct by the State.
(b) Includes Rs. 5,32,180 on account of rent of leased lines.
(c) Includes the Pátri branch.
(d) Includes the Rohilkhand-Kumaun railway (Lucknow-Bareilly section.)
(e) Expenditure incurred direct by the State.
(f) Includes the Bezváda extension and 3·10 miles worked over twice by each train, but excludes the charges incurred direct by the State.
N.B.—The mileages shown

No. 30—concl'd.

railways during the year ending the 31st December 1891—concl'd.

FIG.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS.			TOTAL.			Serial No.
Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	Amount.	Per train-mile.	Per cent. of gross earnings.	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0.29	6.63	13,02,366	0.12	2.88	...	...	...	(b) 12,65,834	0.12	2.80	(b) 2,13,34,585	2.09	48.25	XXXV
0.32	5.88	5,12,368	0.20	3.62	...	...	...	1,03,535	0.04	0.73	58,29,567	2.25	41.23	XXXVI
0.34	9.14	5,67,456	0.22	6.07	...	...	...	97,879	0.04	1.05	54,38,158	2.15	58.20	XXXVII
0.30	6.82	23,82,190	0.15	3.47	...	...	...	14,67,248	0.09	2.13	3,31,02,310	2.13	48.16	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	
0.34	5.86	10,708	0.20	3.51	...	...	...	59,936	1.14	19.64	4,35,694 1,41,654	1.23 2.69	48.00 46.42	XXXVIII XXXIX
0.34	5.86	10,708	0.20	3.51	...	...	...	59,936	1.14	19.64	5,77,348	1.42	47.60	
0.31	14.49	2,767	0.19	8.88	...	...	...	...	...	...	15,736	1.09	50.49	XL
0.38	12.79	1,01,428	0.34	11.52	...	...	...	78,782	0.27	8.95	5,46,267	1.84	62.07	XLI
0.25	7.62	78,429	0.51	15.73	...	...	...	1,267	0.01	0.25	3,28,156	2.14	65.80	XLII
0.33	11.00	1,82,624	0.39	12.95	...	...	...	80,049	0.17	5.67	8,90,159	1.91	63.13	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	
0.34	7.77	(e) 884 2,66,326	0.42	9.59	...	...	...	(g) 52,413	0.09	1.89	(e) 884 (g) 15,18,577	2.40	54.70	XLVIII L
0.18	6.03	2,190	0.11	3.71	...	...	...	445	0.03	0.75	22,767	1.17	38.51	LI
0.34	7.74	2,69,400	0.41	9.47	...	...	...	52,858	0.08	1.86	15,42,228	2.37	54.35	
0.15	6.48	10,583	0.13	5.45	...	...	...	1,247	0.02	0.64	88,446	1.07	45.53	LII
0.15	6.48	10,583	0.13	5.45	...	...	...	1,247	0.02	0.64	88,446	1.07	45.53	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	(h) 3,95,922	2.02	55.00	3,95,922	2.02	55.00	LV
...	...	...	...	...	...	...	...	3,95,922	2.02	55.00	3,95,922	2.02	55.00	
0.12	4.70	15,872	0.07	2.60	...	...	...	7,619	0.03	1.24	2,78,475	1.17	45.44	LIX
0.10	6.03	332	0.10	6.46	...	...	...	...	...	...	2,415	0.76	47.00	LX
0.32	10.20	1,75,067	0.38	11.85	...	...	...	22,879	0.05	1.55	10,01,477	2.16	67.79	
0.26	8.59	1,91,271	0.27	9.13	...	...	...	30,498	0.04	1.46	12,82,367	1.82	61.20	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	
0.34	8.40	95,144	0.70	17.49	(j) 64,687	0.48	11.89	7,184	0.05	1.32	4,22,431	3.11	77.65	LXII
0.34	8.40	95,144	0.70	17.49	64,687	0.48	11.89	7,184	0.05	1.32	4,22,431	3.11	77.65	
0.30	6.88	74,49,010	0.18	4.05	4,80,774	0.01	0.26	34,57,769	0.08	1.88	8,31,03,800	1.98	45.15	
0.24	8.06	38,13,184	0.21	6.93	7,57,189	0.04	1.38	4,50,212	0.02	0.82	2,90,82,250	1.59	52.87	
0.28	7.15	1,12,62,194	0.19	4.70	12,37,963	0.02	0.52	39,07,981	0.06	1.64	11,21,86,050	1.86	46.93	

(g) Includes Rs. 30,057 on account of rent of leased lines.

(h) Total working expenses.

(i) Worked by the North Western railway at 55 per cent. of gross earnings.

(j) Harbour charges.

* See also statements Nos. 29 and 17.

† See also statement No. 17.

within brackets are not included in the totals.

CHAPTER IX.

Fares and Rates.

The table on pages 140 to 143 shows the ordinary passenger fares and goods rates in force on the standard and metre gauge railways on the 31st December 1891.

2. The long pending question regarding the rates at which coal required for state railways should be carried over the East Indian railway was settled during the year, and revised rates for the carriage of railway coal and other materials have been approved by the Secretary of State. In this connection revised rates have also been sanctioned for the carriage of public coal.

These revised rates were promulgated with the Government of India, Public Works Department, Circular No. 17 Railway, dated the 30th October 1891 (*vide* Appendix H), and their introduction ordered on all state railways worked by Government.

The East Indian, Bengal Central, Bengal and North Western, and Indian Midland railways have also agreed to adopt these revised rates in their entirety; their introduction on other railways being still under consideration.

3. During the year the maximum and minimum fares and rates, within which the various railway administrations over which the State has control in such matters are permitted to adjust their charges so as to suit the conditions of traffic, have been revised.

The revised schedule of maximum and minimum fares and rates which has recently been introduced on the East Indian railway will be found in Appendix J.

The same schedule, together with a classification of goods based on that in force on the East Indian railway, has also been prescribed for all state railways worked by the State and for the Indian Midland, Bengal-Nágpur, Bengal and North Western and Rohilkhand-Kumaun railways.

The same maxima and minima have since been prescribed, and are now in force on the South Indian and Southern Mahratta railways; but the former line has been allowed to adopt the classification of goods obtaining on the Madras railway, while the latter line has been permitted to retain its existing classification. The classifications obtaining on the Madras and Southern Mahratta railways do not, however, differ materially from that in force on the East Indian railway.

4. Particulars of the chief alterations made in the coaching fares and goods rates during 1891 are given below. In taking their equivalents in English money and weight, the rupee has been converted at 1s. 6d., and a ton has been taken as equal to 27·22 maunds.

COACHING FARES.

Bengal-Nágpur Railway (Standard gauge).

5. A reduction in the third class fare from $2\frac{1}{2}$ pies (0·234d.) to 2 pies (0·188d.) per mile was made in October, and the result was satisfactory.

North Western Railway (Standard gauge).

6. The fare for third class passengers between Umballa and Gháziabad in through booking with stations on the East Indian railway was equalized with that *via* the Delhi-Umballa-Kalka railway.

The minimum charge for special trains run for a distance not exceeding 20 miles was fixed at Rs. 100 (£7 10s.), instead of Rs. 250 (£18 15s.), the minimum hitherto in force. Permission was given to Messrs. Gaze & Co. to issue international tourists tickets over the North Western railway on the same terms as allowed to Messrs. Thomas Cook & Son.

Oudh and Rohilkhand Railway (Standard gauge).

7. On and from the 1st January the upper and lower class carriages and

fares were abolished, and first, second, intermediate, and third class carriages were substituted at the undermentioned fares:

First class, at 12 pies (1·125 <i>d.</i>) per mile.
Second class, at 6 pies (0·563 <i>d.</i>) per mile.
Intermediate class, at 4 pies (0·375 <i>d.</i>) per mile.
Third class, at 2½ pies (0·234 <i>d.</i>) per mile.

With effect from the 1st March, the period of first and second class return tickets was raised from four to six months in through booking.

With effect from the 1st May, the period of intermediate class return tickets was also raised to six months in through booking.

Bombay, Baroda and Central India (Standard gauge), including the Rajputana-Malwa Railway (Metre gauge).

8. First and second class return tickets for the Christmas holidays were issued at a fare and a third.

Madras Railway (Standard gauge).

9. The fares in force from January to July were—

First class	12 pies (1·125 <i>d.</i>) per mile.
Second class	6 „ (0·563 <i>d.</i>) per mile.
Third class	3 „ (0·281<i>d.</i>) per mile for mail. 1½ „ (0·141<i>d.</i>) per mile for other trains.

In August the third class mail fare was reduced to 2½ pies (0·234*d.*) per mile.

GOODS RATES.

East Indian Railway (Standard gauge).

10. The following alterations in the goods tariff may be noted:

The free time for demurrage at Howrah was reduced from 96 to 72 hours.

The rates for iron from Howrah were applied differentially to despatches from Barákar.

The rate for jute in drums was reduced in accordance with an agreement made with the Eastern Bengal State railway.

The rates for kerosine oil from Howrah *viá* Dígha Ghát, Moghal Sarai, and Gháziabad were adjusted so as to equalize the charges by the two routes.

The rates, for wheat, grain, and common seeds booked *viá* Cawnpore to Bombay and to stations on the Great Indian Peninsula railway beyond Itársi were similarly adjusted.

The rate for betelnuts from Howrah *viá* Sahebgunge was raised in order to make it equal with the charge by the Eastern Bengal State railway from Sealdah.

The rates for jagree and sugar, as also for jute pressed and unpressed from *viá* Sahebgunge to Howrah, were raised in order to equalize charges with those of the Eastern Bengal State railway.

The rates for tea from *viá* Sahebgunge to Howrah were raised to assimilate charges with those by the Eastern Bengal State railway.

The rate for cast-iron pipes from Howrah to Delhi was reduced to assist waterwork schemes in the North-Western Provinces.

The rates for grain and seeds *viá* Jubbulpore were equalized with those *viá* Itársi for Great Indian Peninsula railway stations between these two places.

The rates for grain and seeds were equalized *viá* Gháziabad with those *viá* Saháranpur for stations on the North Western railway between Saháranpur and Umballa.

The charges for grain and seeds *viá* the Delhi-Umballa-Kalka railway were made the same as *viá* Gháziabad.

The rate for salt *viá* Gháziabad was equalized with that *viá* Saháranpur, and the rates for sugar and tobacco, were similarly adjusted.

The rate for wheat from Umballa *viâ* Delhi to Howrah was reduced.

Terminals and the maximum mileage charge, which previously applied at junction stations only, are now levied on traffic to and from all stations less than 75 miles apart.

Bengal-Nágpur Railway (Standard gauge).

11. On the opening of the line throughout in March a sliding scale of grain rates was introduced, giving a low rate for long distance traffic. Grain carried 600 miles is now charged for at $\frac{1}{5}$ th of a pie per maund (0·284*d.* per ton) per mile.

Reduced rates for jagree and kerosine oil were also introduced. The rate for jagree was reduced from $\frac{1}{2}\frac{1}{7}$ to $\frac{1}{3}$ pie per maund (1·040*d.* to 0·851*d.* per ton), and that for kerosine oil from $\frac{1}{2}\frac{1}{7}$ to $\frac{7}{7}$ pie per maund (1·040*d.* to 0·662*d.* per ton) per mile, and lower in special cases.

The object of the reduction in the case of jagree was to secure the traffic from the North West to the Central Provinces and the Berars, and in the case of kerosine oil to open up the Central Provinces to the Calcutta market.

Indian Midland Railway (Standard gauge).

12. Reduced rates for salt when booked *viâ* Agra cantonment were introduced at the beginning of the year.

Reduction was also made by arrangement with the Great Indian Peninsula railway in the through grain and seed rates from stations on the Jhânsi-Mánikpur section to Bombay.

In consultation with the Forest Department, special rates were quoted to encourage the despatch to Cawnpore, Agra, and other large towns of forest produce obtained in the neighbourhood of the railway.

There were also numerous adjustments of "cross" traffic rates chiefly to equalise through charges by other routes.

Bengal and North Western Railway System (Metre gauge).

13. In February the rates for rice and paddy from Sitamarhi to stations between Mozufferpore and Sonapore inclusive, were reduced to $\frac{1}{5}$ th pie per maund (0·510*d.* per ton) per mile to enable the railway to compete with the cart traffic.

Southern Mahratta Railway System (Metre gauge).

14. The most important alterations in rates made during the year were the reduction, in concert with the Great Indian Peninsula railway, in the through special class rates between stations on the Southern Mahratta and Bombay *viâ* Poona and Hotgi. These reduced rates came into force on the 1st of April.

With effect from the 7th May, the rates for full-pressed cotton from Bellary, Guntakal, Kurnool, Guntúr, and other stations on the Kistna division were reduced in through booking to Bombay *viâ* Mormugao.

On and after the 9th October reduced rates for jagree, molasses, and sugar were brought into force in local booking between Belgaum, Dharwar, and Hubli and certain stations on the Poona branch and on the Kolhápúr State railway.

On and from the 17th October reduced rates for turmeric, common, were introduced in local booking.

On the 28th August reduced rates were introduced from Dhúpdhál to Guntúr and Kistna canal for twist yarn, pressed and packed, manufactured at the Gokak mills.

With the special object of diverting traffic from the road to the railway, the rate for grain and seeds from Kistna canal to Guntúr was reduced on the 30th October, and the rate for nux vomica from Márkapur road to Kurnool on the 28th November.

North Western Railway (Standard gauge).

15. The rates for all descriptions of goods between Umballa and Gháziabad in through booking with stations on the East Indian railway were equalized with those *viâ* the Delhi-Umballa-Kalka railway.

Oudh and Rohilkhand Railway (Standard gauge).

16. On and from the 1st June the rate for grain and seeds booked from all stations between Daryabad and Darshannagur, both stations inclusive, and from Ajodhia Ghát to Howrah and Bhadreswar *viâ* Moghal Sarai, was raised from Re. 0-8-0 to Re. 0-8-5 per maund (£1 0s. 4-980d. to £1 1s. 5-739d. per ton) for the through distance.

This change and several others of less importance were made with the view to an equitable adjustment of through rates with the neighbouring railways.

On and from the 1st October the classification of goods which obtained on the East Indian railway in October 1890 was adopted on this railway.

Eastern Bengal State Railway (Standard, Metre, and Special gauges).

17. The usual season alterations in jute rates were made, and in July a discount of 10 per cent. was allowed on drums so compressed as to measure not more than $6\frac{1}{2}$ cubic feet and to weigh not less than 1 maund (82-29 lbs.); but this concession was withdrawn at the end of the year.

The rates for specie as passed at the Railway Conference of 1888 were adopted on this line in the middle of October.

Bengal Central Railway (Standard gauge).

18. The through rate for the carriage of betelnuts was reduced from Re. 0-4-6 to Re. 0-3-6 (5-063d. to 3-938d.) with respect to stations on the Bengal Central Flotilla Company's service, and the increase in the earnings from this source were largely attributable to this reduction.

Burma State Railway (Metre gauge).

19. In February the rates for 'special class' goods for intermediate stations between Rangoon and Mandalay were modified so as to remove the anomaly of charging more for the lesser than the greater distance.

Bombay, Baroda and Central India (Standard gauge), including the Rajputana-Malwa Railway (Metre gauge).

20. Special reduced rates were quoted for cattle, fodder, and food-grains booked to famine affected districts.

Dibru-Sadiya Railway (Metre gauge).

21. The special rate on coal was reduced to $4\frac{1}{2}$ pies (0-422d.) per ton per mile.

Jodhpore-Bickaneer Railway (Metre gauge).

22. A special rate for food-grains was quoted in November on account of the famine. This rate will remain in force until the 1st July 1892. The special rate is for the first 100 miles 0-35 pies per maund (0-893d. per ton) per mile; for the second, 0-25 pies (0-638d. per ton), and for any further distance, 0-15 pies (0-383d. per ton). A special famine rate for grass of $2\frac{1}{2}$ annas (2-813d.) per wagon mile for the first hundred miles and $1\frac{3}{4}$ annas (1-969d.) for any further distance was also quoted to remain in force between similar dates.

Loose wool from stations north of Lúni junction to Bombay was changed from 5th to 3rd class rate.

STATEMENT

Passenger fares and goods rates in pies on the standard and metre

(The fares and rates shown in this table can be converted into

Serial No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.		1st CLASS.	
						Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	State lines worked by companies.								
	Standard gauge.								
I	EAST INDIAN (a) . . .	18'00	9'00	4'50	2'50	(b)	(c)	8'98	0'33
III	BENGAL-NÁGPUR . . .	18'00	8'00	3'00	(d) 2'00	(e)	(f)	8'98	0'33
IV	INDIAN MIDLAND (g) . . .	12'00	6'00	(h) 3'00	(i)	{ 2'72 to 8'98 }	{ 2'72 to 8'98 }	8'98	0'33
	Metre gauge.								
X	BENGAL AND NORTH WESTERN—								
	TIRHOOT SECTION . . .	18'00	9'00	4'50	1'75	{ (j) 6'80 (k) 7'62 }	{ (l) 5'44 (m) 6'80 }	8'98	0'33
	COMPANY'S SECTION . . .	15'00	9'00	4'00	2'00	{ 3'54 to 6'80 }	{ 5'44 to 8'98 }	8'98	0'33
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION).	9'00	...	4'00	2'00	6'80	5'44	8'98	0'33
XII	RAJPUTANA-MALWA . . .	15'00	8'00	3'00	2'00 to 2'25	(n)	(n)	9'53	0'35
XIII	SOUTHERN MAHRATTA (o) . . .	12'00	6'00	...	{ (p) 2'00 2'50 }	6'80	6'80	8'98	0'33
XV	SOUTH INDIAN (q) . . .	12'00	4'00	...	2'00	(r) 8'98	(r) 8'98	(r) 8'98	(r) 0'33
	State lines worked by the State.								
	Standard gauge.								
XIX	NORTH WESTERN (u) . . .	12'00	6'00	3'00	{ 2'00, 2'25 & 2'50 }	{ (v) 3'54, 4'63 5'44 & 6'80 }	{ (w) 5'44, 8'98 & 13'61 }	8'98	0'33
XXI	ODDH AND ROHILKHAND . . .	12'00	6'00	4'00	2'50	{ 4'63, 5'44 & 6'80 }	{ 4'63, 5'44 & 6'80 }	8'98	0'33
XXII	EASTERN BENGAL . . .	{ 18'00 (x) 12'00 }	{ 9'00 (x) 6'00 }	4'00	2'50	{ 4'63 to 6'44 }	{ 4'63 to 5'44 }	8'98	0'33
XXIII	BENGAL CENTRAL . . .	12'00	6'00	4'50	{ 3'00 (y) 2'50 }	{ 3'81 to 5'44 }	{ 3'81 to 5'44 }	8'98	0'33
XXIV	CALCUTTA PORT COMMISSIONERS'	Information not furnished				...	...	...	...
	Metre gauge.								
XXIX	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHABLLA (2' 6" GAUGE) BRANCH . . .	18'00	9'00	4'00	2'50	{ 3'81 to 5'44 }	{ 3'81 to 5'44 }	8'98	0'33
	DACCA SECTION . . .	18'00	9'00	4'00	2'50	{ (a ¹) 4'63 & 5'44 4'08 to 7'89 }	{ 5'44 }	8'98	0'33
XXX	BURMA (a ²) . . .	15'00	6'00	...	3'00	{ 4'08 to 7'89 }	7'89	12'25	0'45

No. 31.

gauge railways on the 31st December 1891.

English money at 1s. 6d. to the rupee by taking 1 pie = 0·094d).

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Serial No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	I	(a) The East Indian railway fares and rates obtain also on the Patna-Gya and Delhi-Umballa-Kalka railways, excepting between Umballa and Kalka, for which the figures are double of those herein quoted.
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	III	
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	IV	
									(b) All stations except Howrah : For first 100 miles ... 8·98 pies per ton per mile. " extra distances over 100 and up to 450 miles ... 4·63 " " " extra distances above 450 miles ... 3·27 " "
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	X	(c) For all distances up to 400 miles inclusive, 4·49 pies per ton per mile. } In consignments of less than 3,000 maunds or 110 tons. For distances over 400 miles, 4·49 pies per ton per mile. For first 400 miles, 4·49 pies per ton per mile. For distances in excess of 400 miles, 2·99 pies per ton per mile. For all distances up to 400 miles inclusive, 4·08 pies per ton per mile. } In consignments of 3,000 maunds or 110 tons and over. For all distances over 400 miles, 4·08 pies per ton per mile. For first 400 miles, 4·08 pies per ton per mile. For distances in excess of 400 miles, 2·72 pies per ton per mile.
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	XI	(d) Reduced from 1st October 1891 from 2·50 pies to 2·00 pies.
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	XII	(e) 9·07 pies per ton per mile for distances from 1 to 300. 8·06 " " " 301 to 375. 7·31 " " " 376 to 400. 6·55 " " " 401 to 450. 6·05 " " " 451 to 475. 5·29 " " " 476 to 525. 5·04 " " " 526 to 550. 4·28 " " " 551 to 600. 3·02 " " " over 600 miles.
(s) 13·61	(s) 0·50	(t) 54·44	(t) 2·00	...	...	...	...	XV	(f) For distances under 100 miles, 9·07 pies per ton per mile. For distances from 100 to less than 300 miles, 6·80 pies per ton per mile. For distances from 300 to less than 600 miles, 4·53 pies per ton per mile. For distances of 600 miles and over, 3·89 pies per ton per mile.
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	XIX	(g) Includes the Bhopal-Itarsi State railway. (h) 3rd class by mail trains. (i) { First 100 miles, 2·67 pies. Next " " 2·50 " " 200 " " 2·33 " Above 400 " " 2·00 " (j) For distances of and over 70 miles. (k) For distances less than 70 miles. (l) In bulk. (m) In bags. (n) 9·83 pies per ton per mile for distances from 1 to 100 miles, } When in consignments of 160 maunds or 5·89 tons and over. 6·80 pies per ton per mile for distances from 101 to 200 " 4·08 pies per ton per mile for distances from 201 to 400 " 2·72 pies per ton per mile for distances over 400 "
(z) 3·81	(z) 0·14	(z) 4·63	(z) 0·17	(z) 5·44	(z) 0·20	(z) 6·80	(z) 0·25	XXIII	(o) Includes the Southern Mahratta railway (Mysore section) and the Kolhapur State railway.
...	...	...	...	...	...	...	...	XXIV	(p) On the Hubli-Mysore section and for troops over the whole system. (q) Includes the Pondicherry railway. (r) On the excepted list. In truck loads of 162 maunds or 5·95 tons, 3 annas per mile, and of 270 maunds or 9·92 tons, 5 annas per mile. (s) Excepted goods. (t) Combustibles. (u) The North Western railway fares and rates obtain also on the Amritsar-Pathankot, Jammu and Kashmir, and Rajpura-Bhatinda railways. (v) Special rates were in force for traffic to Kurrahee and Kiamari and on the Sind-Pishin section. (w) Special rates were in force for traffic from Kurrahee and Kiamari. (x) Between Calcutta and Kanchrapara. (y) Between Dum-Dum and Dattapukur. (z) Special class rates A to D. (a ¹) In through booking only. (a ²) Includes the Toungoo-Mandalay extension and the My Valley State railway.
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	XXIX	
13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00		
15·24	0·56	19·87	0·73	...	...	...	...	XXX	

STATEMENT

Passenger fares and goods rates in pies on the standard and metre

(The fares and rates shown in this table can be converted into English

Serial No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.		1ST CLASS.	
						Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	Lines worked by guaranteed companies.								
	Standard gauge.								
XXXV	GREAT INDIAN PENINSULA (a)	12'00	6'00	...	{ (b) 3'00 (c) 2'50	4'36 to 8'17	5'17 & 4'63	(d) 10'07 (e) 9'53 (f) 8'98	(d) 0'37 (e) 0'35 (f) 0'33
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA.	12'00	6'00	3'00	{ 2'25 to 2'50	(g) 2'72 to 9'53	(g) 2'72 to 9'53	} 10'89	0'40
XXXVII	MADRAS	12'00	6'00	...	{ 1'50 & 2'50	4'08 4'63 6'80 & 8'71	4'08 5'17 5'99 8'17 & 10'07		
	Assisted companies.								
	Standard gauge.								
XXXIX	TARAKESHWAR	12'00	6'00	4'50	3'00	(h)	(h)	(h)	(h)
	Metre gauge.								
XL	DEOGHUR	24'00	...	...	6'00	...	...	...	...
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION).	35'00	...	15'00	3'11	6'80	5'44	8'98	0'33
XLII	DIBRU-SADIYA	18'00	9'00	4'00	...	...	4'63	27'22	1'00
	Lines owned by native states and worked by companies.								
	Standard gauge.								
L	THE NIZAM'S GUARANTEED STATE	18'00	6'00	(b) 2'50	(c) 2'00	{ (i) 7'08 (j) 5'17 to 5'99	} 4'63	10'07	0'37
LI	THE GAERWAR'S PETLAD	12'00	6'00	...	2'50	(k) 7'89			
	Metre gauge.								
LII	THE GAERWAR'S MEHSANA	15'00	8'00	...	2'25	(l) 6'80	9'53	9'53	0'35
	Lines owned and worked by native states.								
	Metre gauge.								
LIX	JODHPORE	} 18'00	6'00	...	2'00	(l)	(l)	21'78	0'80
LX	JODHPORE-BICKANEER								
	BRÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	12'00	6'00	...	2'75	7'08	{ (m) 4'08 5'99 & 8'17	} 10'89	0'40
	Foreign lines.								
	Metre gauge.								
LXII	WEST OF INDIA PORTUGUESE	12'00	6'00	...	2'50	7'89	5'17	9'80	0'36

No. 31—concl'd.

gauge railways on the 31st December 1891—concl'd.

money at 1s. 6d. to the rupee by taking one pie = 0·094d).

RATES.								Serial No.	REMARKS.
2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.			
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
(d) 14·15 (e) 14·15 (f) 13·61	(d) 0·52 (e) 0·52 (f) 0·50	} 20·14	0·74 {	(d) 28·31 (e) 28·31 (f) 25·31	(d) 1·04 (e) 1·04 (f) 0·93	(d) 40·29 (e) 40·29 (f) 34·30	(d) 1·48 (e) 1·48 (f) 1·26	} XXXV	(a) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti State railways.
16·33	0·60			27·22	1·00	32·66	1·20		
13·61	0·50			18·24	0·67	24·22	0·89			36·20	1·33	XXXVII	(c) By trains other than mail.
									(d) For distances from 1 to 400 miles.
(h)	(h)	(h)	(h)	(h)	(h)	(h)	(h)	XXXIX	(e) " " 401 to 600 "
									(f) " " above 600 "
...	...	...	...	...	...	...	...	XL	
12·52	0·46	18·78	0·69	28·04	1·03	54·44	2·00	XLI	(g) 9·53 pies per ton per mile for distances from 1 to 100 miles. 6·80 pies per ton per mile for distances from 101 to 200 " 4·08 pies per ton per mile for distances from 201 to 400 " 2·72 pies per ton per mile for distances over " 400 "
54·44	2·00	81·66	3·00	...	...	...	...	XLII	
13·88	0·51	20·14	0·74	28·31	1·04	40·28	1·48	L	(h) Same as on the East Indian railway which works the line.
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LI	(i) Local.
									(j) Through booking.
14·43	0·53	19·05	0·70	23·14	0·85	27·22	1·00	LII	(k) This rate applies to consignments weighing 160 maunds or 5·88 tons and over.
									(l) For first 100 miles 9·53 pies per ton per mile.
									" second 100 miles 6·80 " " "
									Over 4·08 " " "
									For local traffic { under 100 miles 0 4 0 a wagon. over 100 " 0 3 0
27·22	1·00	29·94	1·10	34·02	1·25	38·11	1·40	LIX	
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LX	(m) For Morvi railway.
13·88	0·51	23·68	0·87	33·75	1·24	47·91	1·76	LXII	

CHAPTER X.

Fuel consumption.

The total consumption of fuel on the standard and metre gauge railways during 1891 compares with 1890 as follows :

Years.	COAL.			Coke.	Patent fuel.	Wood.
	English.	Indian.	TOTAL.			
	Tons.	Tons.	Tons.		Tons.	Tons.
1890 . .	174,308	638,218	* 839,598	• 13,386	19,027	326,252
1891 . .	216,822	782,664	†1,036,498	14,478	8,655	340,038

2. The total consumption of coal during 1891 was 23·45 per cent. greater than in 1890. The quantity of English coal used was 24·39 per cent. more, and that of Indian coal 22·63 per cent. more. The total consumption of coke, which is used on the East Indian railway only, increased by 8·16 per cent., and that of wood by 4·23 per cent., while under patent fuel the consumption was less by 54·51 per cent.

3. Particulars regarding the description of fuel in use on the principal lines are given in the following paragraphs, and the average cost per ton, the consumption per train-mile and per thousand gross ton-miles will be found in statement No. 32 on page 150.

East Indian Railway.

4. The entire supply of fuel used on the East Indian railway and branches was obtained from the East Indian railway collieries at Kurhurbaree and Serampore.

The average cost of coal for the year at the collieries was Rs. 1-9-6 against Rs. 1-11-3.

Bengal-Nágpur Railway.

5. With the exception of a small quantity of Warora coal, which was on hand in the early part of the year, the coal used was Bengal and Umaria. Bengal coal was used on the main line from Ásansol to Nágpur and on the branch line from Biláspur to Sahdol. Umaria coal was used from Sahdol to Katni. More Umaria coal would probably have been used if there had been a certainty of its supply. Bengal coal was supplied by the New Beerbhoom Coal Company at Rs. 3 per ton delivered in wagons at Ásansol. The cost of Umaria coal was Rs. 5-8-0 per ton at pits' mouth.

The quantities of the different descriptions of coal consumed during the year were—

	Tons.
Bengal	21,565
Umaria	5,172
Warora	3,433
English	24

Indian Midland Railway.

6. Seventy-five per cent. of the fuel consumed was obtained from the Umaria colliery at Rs. 4-12-0 per ton for the first eight months of the year, and at Rs. 4-3-0 per ton for the remainder of the year delivered in wagons at the pits.

* Includes 27,072 tons of coal consumed on the South Indian railway not shown in the preceding columns, no record having been kept of the different descriptions of coal used on that line.
† Includes 37,012 tons of coal consumed on the South Indian railway (see the above foot-note).

Coal from the following sources was also obtained :

Borea coal from the New Beerbhoom Coal Company at Rs. 3-4-0 per ton delivered in wagons at Sítarámpur.

Barákar and Khooldea coal from the Bengal Coal Company at Rs. 3-8-0 per ton delivered in wagons at Barákar and Giridíh respectively.

Excepting the Jhánsi-Manikpur section, on which only Umaria coal was used, the use of the several descriptions of coal was not restricted to particular sections of the line.

The quantity of each description of fuel consumed was as under—

	Tons.
Umaria coal	26,809
Barákar coal	3,701
Borea coal	2,418
Khooldea coal	2,352
Washed coal nuts, Umaria	161
Firewood	181

Bengal and North Western Railway System.

7. Kurhurbaree coal supplied by the Bengal Coal Company from its collieries at Giridíh was used during the year on the line east of Gorakhpur. The rate was Rs. 3 per ton delivered in wagons at Giridíh.

Wood fuel was used on engines running on the Uska branch and the section west of Gorakhpur, and has been giving satisfaction. The rate was Rs. 9 per 100 maunds, Rs. 2-7-3 per ton, delivered at the Pherenda and Tikri stations.

The total quantity of Kurhurbaree coal used was 19,466 tons and of firewood 1,876 tons.

Rajputana-Malwa Railway.

8. On the Rajputana-Malwa railway, English coal was used on the Ajmere-Sábarmati and Ajmere-Khandwa sections, and Bengal coal on the remaining portion of the railway.

The quantity of each description of fuel consumed was—

English coal	34,865
Bengal coal	61,981
Firewood	538

Southern Mahratta Railway System.

9. Excluding the Bellary-Kistna section, wood obtained from the Forest Department, Kanara, and wood purchased locally at Khánapur was the fuel chiefly used on the Southern Mahratta railway. The prices paid were Rs. 4-4-0 and Rs. 4 per ton, and the average cost, including freight and handling charges at stations where the fuel was used, amounted to Rs. 7-8-8 and Rs. 5-6-4 per ton respectively. Small quantities of English and Singareni coal, costing Rs. 25-12-7 and Rs. 14-11-3 respectively at coaling stations, were also used ; the former for mixed and passenger trains between Poona and Miraj and for goods trains between Poona and Koregaon during the year. During the first half of the year English coal was also used on the Hotgi-Telgi section. The latter description of coal was used on the Kistna canal terminus-Hotgi section.

On the Bellary-Kistna section wood obtained from the Forest Department, Kurnool, was used. The price paid was Rs. 5-1-3 per ton. The average cost, including freight and handling charges, amounted to Rs. 7-15-0 per ton.

On the Mysore section, the principal fuel used was wood purchased locally, the average purchase rate being Rs. 6-11-10 per ton, and the average cost, including freight and handling charges, amounted to Rs. 7-8-0 per ton. A small quantity of wood obtained from the Forest Department, Mysore, was also used on this section, the average purchase rate being Rs. 5-10-9 per ton and the average cost at stations Rs. 6-9-0 per ton.

The subjoined statement shows the respective amounts of each kind of fuel used during the year, its total cost and the average rate per ton :

Description of fuel.	Quantity.	Amount.	Average rate per ton.
	Tons.	Rs.	Rs. A. P.
Steam coal, English	5,355	1,39,838	26 1 10
Indian coal { Singareni	4,661	55,949	12 0 0
{ Barákar	20	523	26 2 5
Firewood, running and lighting	66,233	3,25,118	4 14 6

South Indian Railway.

10. The fuels used during the year were English, Australian, and Bengal coal (from Barákar and Kurhurbaree), patent fuel, and firewood. Owing to the difficulty of obtaining firewood in other parts of the line, its use was chiefly confined to the section south of Cuddalore and to the Nellore branch. Patent fuel was used on the Pondicherry line, and coal on the other sections.

The average cost per ton was—

	Rs. A. P.
Bengal coal	17 7 0
English coal	19 12 9
Australian coal	16 14 6
Patent fuel	15 14 10
Firewood	4 9 4

The quantities of the different descriptions of fuel used during the year were—

	Tons.
Coal	37,012
Firewood	6,577
Patent fuel	229

North Western Railway.

11. The fuel used during the year, on the different sections of the North Western railway, was obtained principally from the following sources :

Frontier section	Patent fuel delivered at Kurrachee at Rs. 22-4-9 per ton.
Frontier section and Ruk to Sibi	Coal from the Khost colliery at Rs. 15 per ton delivered at Khost.
Kurrachee to Rádhan, also on Frontier section.	English coal supplied through the agency of the " Hall Line of steamers " at rates varying from Rs. 21 to Rs. 23 per ton delivered at Kurrachee.
Kotri to Montgomery, and partly Ruk to Sibi.	Wood fuel procured from the following sources : Bahawalpore State forests at Rs. 42-8-0 per 1,000 cubic feet delivered at railway stations. Sind forests, varying from Rs. 32 to Rs. 42-8-0 (excluding royalty of Rs. 12 per 1,000 cubic feet) per 1,000 cubic feet delivered at railway stations. Punjab forests at rates varying from Rs. 50 to Rs. 57 per 1,000 cubic feet delivered at railway stations. Small purchases of fuel were also made from local contractors during the year to meet the exigencies of the service.
Sind-Sagar section and above Ráwalpindi, Lahore to Montgomery, Siálkot branch, and partly between Philour and Lahore.	Coal from the Dandot colliery at Rs. 9 per ton delivered at Kalapani.
Gháziabad to Lahore, Lála Músa to Ráwalpindi, and Rájpura-Bhátinda and Patháankot branches.	Bengal coal from the Raneegunge Coal Association from Rs. 3 to Rs. 3-4-0 per ton delivered in trucks at Giridíh.

The quantities of the different descriptions of fuel used during the year were—

	Tons.
Indian coal	99,445
Firewood	47,186
English coal	33,624
Patent fuel	1,132

Oudh and Rohilkhand Railway.

12. The coal used during the year on this system was Kurhurbaree coal, supplied by the Bengal Coal Company at Rs. 3 per ton delivered in wagons at Giridih.

Eastern Bengal, including the Bengal Central Railway.

13. The coal used during the year on the different sections was obtained from the following sources :

On the Eastern (Calcutta to Goalundo and branches), Southern (Calcutta to Port Canning, Diamond Harbour, and Budge-Budge), and Central (Dum-Dum to Khoolna and Ránaghat to Bongong) sections.	{	Bengal coal supplied by—
		Messrs. S. K. Daw & Co. at Rs. 2-12-0 per ton in wagons at Ásansol and Raneegunge.
		Bengal Coal Company at Rs. 3-4-0 per ton in wagons at Barákar.
		Messrs. Bird & Co. at Rs. 3-4-0 per ton in wagons at Barákar. Bengal-Nágpur Coal Company at Rs. 3 per ton in wagons at pit's mouth.
		New Beerbhoom Coal Company at Rs. 3-4-0 per ton in wagons at Sítarámpur.
On the Northern (Sára to Sili-guri and Párbatipur to Kaunia), Behar (Párbatipur to Manihári Ghát and Katihár to Ancharághát), and Kaunia-Dharlla (Teesta to Mogal-hát and Jatrapur) sections.	{	Bengal coal supplied by—
		Messrs. S. K. Daw & Co. at Rs. 2-12-0 per ton in wagons at Ásansol and Raneegunge.
		Messrs. Heilgers & Co. at Rs. 2-8-0 per ton in wagons at Sítarámpur.
		New Beerbhoom Coal Company at Rs. 3-4-0 per ton in wagons at Sítarámpur.
		The Equitable Coal Company at Rs. 3-2-0 per ton in wagons at Dishegurnh.
Dacca section, Náráyanganj to Mymensingh		Assam coal supplied by the Assam Railways and Trading Company at Rs. 13-8-0 per ton in wagons at Náráyanganj.

The coal supplied was not in some instances altogether of satisfactory quality, and the arrangements for delivery were at times so faulty that other arrangements had to be made to keep supplies from running down too low. Assam coal was again resorted to for the Dacca section, as difficulties had been experienced in the previous year in the transport of coal from Barákar to Náráyanganj.

The total quantity of each description of coal used was—

	Tons.
Bengal	65,658
Assam	2,634

Burma State Railway.

14. The experiments carried out in 1890 between wood, Bengal coal, and Welsh patent fuel with the object of determining their relative values have resulted in the decision that wood is under existing conditions, the cheapest fuel in the upper Burma section, and patent fuel in lower Burma. Owing to the fact that in lower Burma wood becomes sodden with water in the rains, coal and patent fuel only were used during the year on that part of the line.

The comparative values of the three fuels for locomotive purposes are reported as follows :

On the Letpadan-Rangoon-Pyuntaza section, Kurhurbaree coal landed at Rangoon at Rs. 17-5-0 per ton is a slightly more economical fuel than Welsh patent fuel at Rs. 25 per ton, and has the advantage of fixity in price, freights standing always at about the same figure. The heavy fluctuations in

English freight charges render patent fuel uncertain in price. But where it is obtainable at Rs. 23 per ton, it is considerably more economical than any Bengal coal, and at Rs. 19 it becomes more economical than wood anywhere in lower Burma. At Rs. 16 per ton it would compete successfully with either in upper Burma also. There is now every prospect that it may soon be landed at Rangoon for Rs. 19 per ton, freights at present ruling low.

Coal and patent fuel was used for all trains running on the Prome-Toungoo section, and on the Toungoo-Shwebo section coal for mail and mixed trains and wood for goods trains.

The total quantities of each description of fuel used were—

	Tons.
Bengal coal	16,026
Patent fuel	4,072
Firewood	2,642
English coal	469

Great Indian Peninsula Railway.

15. The coal used during the year was obtained from the following sources at the average prices noted :

	Tons.	Cost per ton. Rs. A. P.
English	91,327	16 13 3
Warora	68,385	4 4 1
Singareni	57,122	12 10 5
Umaria	24,594	9 2 1
Mohpani	7,756	8 6 0
Bengal	494	11 13 9

In addition to coal, 810 tons of wood were consumed.

English coal was used for passenger engines on the Bombay-Khandwa, Kalyán-Lonávla, and Bhusával-Nágpur sections. On the last named section Sanctoria coal was used for passenger engines in substitution for English coal. Singareni coal was used on the Lonávla-Raichur section and on the Dhond-Mannád railway. Warora coal on the Khámgaon, Armáoti, and Wardha Coal railways, and on the Nágpur-Bhusával and Nándgaon-Khandwa sections for goods engines. On the Jubbulpore-Khandwa section, Umaria coal was used for passenger and Mohpani coal for goods engines.

Bombay, Baroda and Central India Railway.

16. The fuel used was entirely English coal. The quantity consumed during the year was 46,134 tons at Rs. 16-8-6 per ton. In addition to this, 355 tons of wood, at Rs. 5-4-6 per ton, was used during the year.

Madras Railway.

17. Firewood was used throughout the year on all locomotives (except shunting engines) working over the sections between Jalárpét and Bangalore and Jalárpét and Calicut.

On the Madras-Jalárpét and Madras-Cuddapah sections Singareni and Barákar coal and patent fuel were used for passenger engines and wood for goods engines. The consumption on the Cuddapah-Raichur section was confined to Singareni coal.

Wood, which was the principal fuel used, was obtained in Madras during nearly the whole year at prices which enabled it to compete with coal and patent fuel for use on goods trains. The quantity of patent fuel consumed was very small. Most of the coal used was obtained from the Singareni coal fields. A few shipments of coal from the Barákar district were also used.

Recent trials showed generally that Singareni coal could, at any rate on the north-west line, compete successfully with either wood or imported fuel. In Madras, Barákar coal can be put down at rates which enable it to compete with Singareni coal, and, until railway communication is established between Bezváda and Madras, it will be necessary to import coal for the eastern districts.

The consumption per train-mile of all kinds of fuel was less than formerly, partly owing to the men having become more used to Indian coals, and partly to some improvements in the mode of burning it.

The cost per ton at Madras of the several kinds of fuel was—

	Rs.	A.	P.
Patent fuel	28	15	9
Singareni coal	14	13	4
Barákar coal	16	8	0

The total quantities of the different descriptions of fuel used were as under :—

	Tons.
Firewood	82,776
Indian coal	14,145
Patent fuel	3,222

The Nizam's Guaranteed State Railway.

18. Singareni coal was used throughout the line, the average cost per ton being Rs. 6-2-1.

Bhárnagar-Gondal-Jundágarh-Porbandar Railway.

19. The coal used during the year was obtained solely from England—Cardiff coal, Powell's Duffryn and Davison's West Hartley; the former at Rs. 20-1-11 and the latter at Rs. 20-12-10 delivered at Bhárnagar wharf.

STATEMENT No. 32.

Particulars of fuel consumption on the principal railways during 1891.

Serial No.	RAILWAY.	Description of fuel.	Total quantity actually consumed.	Average cost per ton.	Cost per train-mile.	CONSUMPTION STATED IN TERMS OF KURHURABEE COAL.			Average lead from source of supply.
						Total quantity consumed.	Consumption per train-mile.	Consumption per 1,000 gross ton-miles.	
			Tons.	Rs.	As.	Tons.	lbs.	lbs.	Miles.
<i>Standard gauge.</i>									
I	EAST INDIAN	Bengal coal	212,702	2-14	0-78	212,702	51-17	(a)	228-75
III	BENGAL-NÁGPUR	English, Bengal, Warora, and Umari coal, but principally Bengal coal	30,194	4-38	1-83	25,361	49-23	(b)	English 520-00, Warora 287-25, Bengal 311-16, and Umari 233-80.
IV	INDIAN MIDLAND	Bengal and Umari coal and wood, but principally Umari coal.	35,622	11-56	4-29	29,511	43-07	145-15	Umari 149-00 and Bengal 437-00.
XXXV	GREAT INDIAN PENINSULA	English, Warora, Umari, Bengal, Mohpani, and Singareni coal and wood, but principally English and Warora coal	250,488	11-41	4-39	217,201	46-70	163-95	(d)
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA	English coal and wood, a very small percentage of the latter	46,489	16-63	4-74	51,654	44-36	130-10	Coal 257-50 and wood 51-25.
XXXVII	MADRAS	Singareni coal, wood, and patent fuel, but principally wood	(c)	(c)	5-23	52,916	46-99	164-84	Singareni 39-45, wood 21-91, and patent fuel 78-28.
L	THE NIZAM'S GUARANTEED STATE	Singareni coal	18,685	6-13	2-90	18,317	64-90	206-41	Singareni 161-00.
XIX	NORTH WESTERN	English, Bengal, Khost, and Dandot coal; also patent fuel and wood	181,387	15-42	4-79	196,199	47-07	142-64	(d)
XXI	ODDH AND ROHILKHAND	Bengal coal	41,800	13-50	3-97	41,800	41-20	130-54	Bengal 570-00.
XXII	EASTERN BENGAL (e)	Bengal coal	45,617	4-74	1-76	(d)	(d)	188-23	Bengal 112-00 and 119-00.
<i>Metre gauge.</i>									
XXIX	EASTERN BENGAL—NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARLLA (2' 6" GAUGE) BRANCH	Bengal coal	20,041	5-44	1-26	(d)	(d)	198-17	Bengal 221-00 and 228-00, (d)
	DACCA SECTION	Assam coal	2,634	10-54	2-36	(d)	(d)		
XXX	BURMA	English and Bengal coal, patent fuel, and wood, but principally Bengal coal	23,209	15-51	3-43	24,558	32-79	168-94	(d)
X	BENGAL AND NORTH WESTERN—TIRHOOT SECTION COMPANY'S SECTION	Bengal coal and wood, but principally Bengal coal.	21,342	7-20	1-60	21,342	31-10	159-83	Bengal 154-00.
XII	RAJPUTANA-MALWA		97,384	19-44	4-45	101,251	33-76	163-49	English 516-54 and Bengal 819-49.
XIII	SOUTHERN MAHRATTA (a)	English, Bengal, and Singareni coal and wood, but principally wood	(c)	(c)	5-69	33,948	30-99	197-40	(d)
XV	SOUTH INDIAN	English, Australian, and Bengal coal, patent fuel, and wood	43,818	18-55	4-47	(d)	(d)	(b)	(d)
LX	BRÁVNAGAR-GONDAL-JUNÁGARH-POR-BANDAR.	Cardiff and West Hartley coal	4,954	22-74	3-89	5,505	26-58	173-29	Cardiff 102-75, West Hartley 102-75.

(a) Includes the branch lines worked.
(b) Represents the consumption during the first-half of 1891 only.
(c) Expressed in terms of wood.
(d) Information not furnished.
(e) Includes the Bengal Central railway.

CHAPTER XI.

Persons employed.

Statement No. 33 on pages 152 and 153 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open for traffic. The following is a summary of the figures :

Year ending		NUMBER OF EMPLOYÉS.				Number of miles open.	Number of stations.
		Europeans.	East Indians.	Natives.	Total.		
<i>Standard gauge.</i>							
31st December 1890	...	3,693	3,661	195,170	202,524	10,252·25	1,397
31st December 1891	...	3,752	3,874	190,599	198,225	10,575·81	1,489
<i>Metre gauge. (a)</i>							
31st December 1890	...	882	1,998	55,302	58,182	5,813·00	869
31st December 1891	...	874	2,062	59,437	62,373	6,367·58	938

It will be seen that Natives as usual formed the largest percentage of the entire body of servants. Under Europeans there was an increase in the numbers employed of 1·60 per cent. on the standard gauge and a decrease of 0·91 per cent. on the metre gauge lines; East Indians show an increase of 5·82 per cent. on the standard gauge and of 3·20 on the metre gauge; while Natives show a decrease of 2·34 per cent. on the standard gauge and an increase of 7·48 per cent. on the metre gauge.

2. The percentage of casualties amongst Europeans and East Indians from various causes is given below for the years ending the 31st December 1890 and the 31st December 1891 :

Casualties.

		1890.				1891.			
		Europeans.		East Indians.		Europeans.		East Indians.	
		Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.
Death	...	1·84	1·13	0·93	0·35	1·52	1·72	1·47	1·16
Resignation and discharge		12·30	13·95	14·17	15·22	11·46	13·38	10·79	15·18
Dismissal	...	2·57	3·85	3·88	4·75	2·35	2·75	5·09	4·51
TOTAL	...	16·71	18·93	18·98	20·32	15·33	17·85	17·35	20·85

(a) Excludes the West of India Portuguese railway.

STATEMENT

Numerical return of servants of all races employed on the standard

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAY-MASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.				TRAFFIC AND TELEGRAPH DEPARTMENTS.				ENGINEER'S DEPARTMENT.			
		Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.
	State lines worked by companies. Standard gauge.												
I	EAST INDIAN (a)	73	26	2,354	2,453	367	207	10,831	11,405	65	35	14,675	14,775
III	BENGAL-NÁGPUR	12	43	410	465	36	71	995	1,102	20	42	8,871	8,933
IV	INDIAN MIDLAND (b)	23	23	374	420	50	50	1,258	1,358	25	6	3,919	3,950
	Metre gauge.												
X	BENGAL AND NORTH WESTERN—												
	TIRHOOT SECTION	9	6	337	352	27	33	1,490	1,550	8	3	2,666	2,677
	COMPANY'S SECTION												
XII	RAJPUTANA-MALWA (c)	21	27	1,251	1,299	117	145	3,961	4,223	32	23	7,142	7,197
XIII	SOUTHERN MAHRATTA (d)	21	49	1,068	1,138	29	158	2,561	2,748	19	35	4,363	4,417
XV	SOUTH INDIAN (e)	9	26	445	480	12	87	2,768	2,867	19	48	4,492	4,559
	State lines worked by the State. Standard gauge.												
XIX	NORTH WESTERN (f)	27	15	1,886	1,928	248	242	7,841	8,331	103	38	22,129	22,270
XXI	ODDH AND ROHILKHAND	15	35	615	668	66	57	2,411	2,534	16	19	4,296	4,331
XXII	EASTERN BENGAL (g)	20	10	893	923	89	113	4,048	4,250	30	14	6,396	6,440
XXIII	BENGAL CENTRAL	2	...	18	20	Included with the Eastern Bengal State railway.				1	1	555	557
	Metre gauge.												
XXX	BURMA (h)	11	27	184	(i) 222	19	193	1,233	1,445	15	39	2,991	3,045
	Lines worked by guaranteed companies. Standard gauge.												
XXXV	GREAT INDIAN PENINSULA (j)	39	39	1,286	1,364	379	243	7,133	7,755	76	23	18,222	18,321
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA	28	47	949	1,024	16	18	2,622	2,656	17	...	2,800	2,817
XXXVII	MADRAS	18	52	839	909	85	488	3,528	4,101	20	138	4,518	4,676
	Assisted companies. Metre gauge.												
XL	DEOGHUR	...	...	Contracted		...	...	11	11	...	...	26	26
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION). (k)	5	1	118	124	14	10	499	523	1	1	666	668
XLII	DIBRU-SADIYA	5	1	74	80	1	1	135	137	1	2	5	8
	Lines owned by native states and worked by companies. Standard gauge.												
L	THE NIZAM'S GUARANTEED STATE (l).	7	18	371	396	10	74	572	656	15	21	1,601	1,637
LI	THE GAEKWAR'S PETLÁD	...	...	...	...	...	...	31	31	...	...	39	39
	Lines owned and worked by native states. Metre gauge.												
	JODHPORE	1	...	65	66	...	...	203	203	...	...	521	521
LIX	JODHPORE-BICKANEER												
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	4	6	234	244	2	7	494	503	3	3	1,108	1,114
	Summary.												
	STANDARD GAUGE	267	308	9,995	10,570	1,346	1,563	41,270	44,179	388	337	88,021	88,746
	METRE GAUGE	86	143	3,776	4,005	221	634	13,355	14,210	98	154	23,980	24,232
	Total	353	451	13,771	14,575	1,567	2,197	54,625	58,389	486	491	112,001	112,978

No. 33.

and metre gauge railways (open lines only) on the 31st December 1891.

LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM- BOAT ESTABLISHMENTS.				TOTAL.				Number of miles open. (See also statement No. 24, pages 111-115).	Number of stations.	Serial No.	REMARKS.
Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.				
374	232	9,288	9,894	879	500	37,148	38,527	1,767.11	218	I	(a) Includes the Patna-Gya, Tarakeshwar ¹ and the Delhi-Umballa-Kalka rail- ways.
74	127	2,058	2,259	142	283	12,334	12,759	831.58	81	III	
84	121	1,911	2,116	182	200	7,462	7,844	734.46	83	IV	
33	35	2,353	2,421	77	77	6,846	7,000	738.00	117	X	(b) Includes the Bhopal-Itarsi State rail- way.
238	319	6,520	7,077	408	514	18,874	19,796	1,766.64	244	XII	(c) Includes the Gaekwar's Mehsana rail- way.
67	226	2,527	2,820	136	468	10,519	11,123	1,384.02	186	XIII	(d) Includes the Southern Mahratta rail- way (Mysore section) and the Kolhā- pur State railway.
40	451	3,735	4,226	80	612	11,440	12,132	908.61	134	XV	(e) Includes the Villupuram-Guntakal and Pondicherry railways.
456	226	12,653	13,335	834	621	44,509	45,864	2,492.57	331	XIX	(f) Includes Amritsar-Pathankot, Rajpura- Bhatinda, and Jammu and Kashmir railways.
59	18	3,156	3,233	159	129	10,478	10,766	692.55	104	XXI	
114	62	4,238	4,414	253	199	15,575	16,027	776.57	175	XXII	
Included State	with the railway.	Eastern	Bengal	3	1	573	577	125.01	25	XXIII	(g) Includes the figures for the Bengal Central railway (excluding Agency and Engineer's Department) and the metre gauge sections.
55	83	2,324	2,462	100	342	6,732	7,174	615.00	100	XXX	(h) Includes the Toungoo-Mandalay and the Mu Valley State railways.
383	313	10,513	11,209	877	618	37,154	38,649	1,491.74	207	XXXV	(j) Includes the Wardha Coal, Dhond- Manmad, Khamsaon, and Amravati State railways.
90	48	2,570	2,708	151	113	8,941	9,205	460.90	84	XXXVI	
84	451	3,980	4,465	207	1,129	12,815	14,151	839.30	137	XXXVII	
...	...	15	15	...	...	52	52	4.79	1	XL	(k) Includes the Rohilkhand-Kumaun (Lucknow-Bareilly section).
10	4	470	484	30	16	1,753	1,799	252.30	41	XLI	
1	5	70	76	8	9	284	301	78.00	29	XLII	
33	68	980	1,081	65	181	3,524	3,770	350.67	42	L	(l) Includes the Bezwada extension.
...	...	16	16	...	...	86	86	13.35	2	LI	
...	1	158	159	1	1	947	949	291.00	36	LIX	
25	7	154	186	34	23	1,990	2,047	329.22	50	LX	
1,751	1,666	51,313	54,730	3,752	3,874	190,599	198,225	10,575.81	1,489		
469	1,181	18,326	19,926	874	2,062	59,437	62,373	6,367.58	938		
2,220	2,797	69,639	74,656	4,626	5,936	250,036	260,598	16,943.39	2,427		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst during the year ending the

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTER'S STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.									
		EUROPEANS.					EAST INDIANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	State lines worked by companies.										
	Standard gauge.										
I	EAST INDIAN (a)	72·74	...	9	2	11	25·75	...	...	...	...
III	BENGAL-NAGPUR	12·66	...	1	...	1	39·50	...	4	2	6
IV	INDIAN MIDLAND (b)	21·33	1	1	...	2	25·16	...	9	1	10
	Metre gauge.										
X	BENGAL AND NORTH WESTERN—										
	TIRHOOT SECTION	8·80	...	1	...	1	7·92	...	3	...	3
	COMPANY'S SECTION										
XII	RAJPUTANA-MALWA (c)	21·58	1	2	...	3	27·33	...	5	...	5
XIII	SOUTHERN MAHRATTA (d)	21	...	1	...	1	49	...	9	1	10
XV	SOUTH INDIAN (e)	10	...	2	...	2	26	1	2	1	4
	State lines worked by the State.										
	Standard gauge.										
XIX	NORTH WESTERN (f)	27·67	...	2	1	3	5·91	...	6	...	6
XXI	ODDH AND ROHILKHAND	17·09	1	...	...	1	35·04	1	6	...	7
XXII	EASTERN BENGAL (g)	21·73	...	4	...	4	13·5	...	2	...	2
XXIII	BENGAL CENTRAL	2	...	...	...	...	...	...	...	...	...
	Metre gauge.										
XXX	BURMA (h)	9·52	...	1	...	1	24·37	1	7	2	10
	Lines worked by guaranteed companies.										
	Standard gauge.										
XXXV	GREAT INDIAN PENINSULA (i)	39	...	1	2	3	39	...	1	...	1
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA	29	...	2	...	2	46	...	2	...	3
XXXVII	MADRAS	18	1	2	...	3	54	1	3	1	4
	Assisted companies.										
	Metre gauge.										
XL	DEOGHUR	...	...	...	...	...	...	...	...	...	...
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION) (j).	5	...	...	...	...	1	...	...	...	...
XLII	DIBRU-SADIYA	...	...	...	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.										
	Standard gauge.										
L	THE NIZAM'S GUARANTEED STATE (k)	7	...	...	...	...	18·50	...	1	...	1
LI	THE GAEKWAR'S PETLAD	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.										
	Metre gauge.										
LIX	JODHPORE	1	...	...	...	...	...	...	...	...	...
LX	JODHPORE-BICKANEER										
	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	4	1	...	...	1	7	...	2	...	2
	Summary.										
	STANDARD GAUGE	268·22	3	22	5	30	302·36	2	34	4	40
	METRE GAUGE	80·90	2	7	...	9	142·62	2	28	4	34
	Total ...	349·12	5	29	5	39	444·98	4	62	8	74

No. 34.

the European and East Indian employ  s on the standard and metre gauge railways (open lines only)
31st December 1891.

TRAFFIC AND TELEGRAPH DEPARTMENTS.										Serial No.	REMARKS.
EUROPEANS.					EAST INDIANS.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		
348·50 23·40 35·58	4	26 9 7	4 5 1	34 14 8	214·30 56·20 38·25	2 ... 2	20 11 6	6 9 4	28 20 12	I III IV	(a) Includes the Patna-Gya, Tarakeshwar, and the Delhi-Umballa-Kalka railways. (b) Includes the Bhopal-Itarsi State railway.
25·08	2	3	1	6	32	...	8	...	8	X	
112 38 11·83	1 2 ...	15 6 3	4 4 2	20 12 5	141 156 82·60	1 5 1	33 13 13	5 14 8	39 32 22	XII XIII XV	(c) Includes the Gaekwar's Mehsana railway. (d) Includes the Southern Mahratta railway (Mysore section) and the Kolhapur State railway. (e) Includes the Villupuram-Guntakal and Pondicherry railways.
257·08 59 90·16	6 ... 1	37 3 20	14 6 1	57 9 22	211·50 59·75 122·25	2 1 4	25 9 31	21 7 9	48 17 44	XIX XXI XXII	(f) Includes the Amritsar-Pathankot, Rajpura-Bhatinda, and Jammu and Kashmir railways. (g) Includes the figures for the Bengal Central railway (excluding Agency and Engineer's department) and the metro gauge sections.
...	...	...	Included with the Eastern Bengal State railway				...	...	...	XXIII	
2	1	4	...	5	16	2	22	19	43	XXX	(h) Includes the Toungoo-Mandalay and Mu Valley State railways.
379 16 84·58	2 ... 1	48 2 17	... 1 7	50 3 25	243 19 460·17	2 ... 10	19 2 48	1 ... 26	22 2 84	XXXV XXXVI XXXVII	(i) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amravati State railways.
...	...	...	...	...	...	...	...	...	...	XL	
14	...	5	...	5	10	...	3	...	3	XLI	(j) Includes the Rohilkhand-Kumaun (Lucknow-Bareilly section).
...	...	...	...	...	...	...	...	...	...	XLII	
10 ...	... ...	3 ...	... ...	3 ...	74 ...	4 ...	3 ...	... ...	7 ...	L LI	(k) Includes the Bezwada extension.
...	...	...	...	...	...	...	...	...	...	LXI	
2	...	...	...	...	13	...	4	2	6	LX	
1,303·30 204·91	14 6	172 36	39 11	225 53	1,498·42 450·60	27 9	174 96	83 48	284 153		
1,508·21	20	208	50	278	1919·02	36	270	131	437		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst the
the year ending the 31st

Serial No.	RAILWAY.	ENGINEER'S DEPARTMENT.										LOCOMOTIVE AND CARRIAGE INCLUDING STEAM-BOAT				
		EUROPEANS.					EAST INDIANS.					EUROPEANS.				
		Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	State lines worked by companies. Standard gauge.															
I	EAST INDIAN (a)	62·86	2	8	...	10	30·12	...	...	...	...	377·50	1	32	5	38
III	BENGAL-NÁGPUR	18	...	7	...	7	39	...	8	4	12	90	3	18	14	35
IV	INDIAN MIDLAND (b) . . .	26·12	...	5	...	5	7	...	...	...	...	84	...	15	...	15
	Metre gauge.															
X	BENGAL AND NORTH WEST- ERN—															
	TIRHOOT SECTION . . . }	7·80	...	1	...	1	4·60	...	1	...	1	33·16	...	8	...	8
	COMPANY'S SECTION . . . }															
XII	RAJPUTANA-MALWA (c) . .	32·08	...	1	...	1	22·82	...	1	...	1	217	1	29	9	39
XIII	SOUTHERN MAHRATTA (d) .	21	...	2	...	2	36	1	6	4	11	72	2	14	2	18
XV	SOUTH INDIAN (e)	17·58	...	3	...	3	48·75	...	4	...	4	40·34	...	1	1	2
	State lines worked by the State. Standard gauge.															
XIX	NORTH WESTERN (f) . . .	98·33	3	4	...	7	32·17	...	...	2	2	445	10	47	4	61
XXI	ODDH AND ROHILKHAND . .	17	...	...	1	1	19	...	1	...	1	61·41	2	7	2	11
XXII	EASTERN BENGAL (g) . . .	27·09	...	1	1	2	13·87	...	3	...	3	114·41	2	13	3	18
XXIII	BENGAL CENTRAL	1	...	...	...	...	1	...	...	...	...	Worked by Eastern Bengal				
XXX	Metre gauge. BURMA (h)	13·90	...	1	...	1	38·90	1	2	1	4	55	3	8	1	12
	Lines worked by guaranteed companies. Standard gauge.															
XXXV	GREAT INDIAN PENINSULA (i)	76	2	5	1	8	23	...	...	...	...	391	9	57	...	66
XXXVI	BOMBAY, BARODA AND CEN- TRAL INDIA.	17	...	1	...	1	...	...	...	...	...	87	4	4	2	10
XXXVII	MADRAS	20	1	...	...	1	136	6	17	45	68	87	1	4	2	7
	Assisted companies. Metre gauge.															
XL	DROGHUE	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XLI	ROHILKHAND-KUMAUN (COM- PANY'S SECTION) (j). . .	1	...	...	...	...	1	...	...	...	...	10	...	...	...	...
XLII	DIBRU-SADIYA	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies. Standard gauge.															
L	THE NIZAM'S GUARANTEED STATE (k).	15	...	...	...	...	20·50	...	2	...	2	33	...	8	9	17
LI	THE GAEKWAR'S PETLAD . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and work- ed by native states. Metre gauge.															
LIX	JODHPORE	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LX	JODHPORE-BICKANEER BHÁVNAGAR-GONDAL-JUNÁ- GARH-PORBANDAR. . . }	2·83	...	...	...	...	3·25	...	1	2	3	26	1	6	...	7
	Summary.															
	STANDARD GAUGE	378·40	8	31	3	42	321·66	6	31	51	88	1,770·32	32	205	41	278
	METRE GAUGE	96·19	...	8	...	8	155·32	2	15	7	24	453·50	7	66	13	86
	Total	474·59	8	39	3	50	476·98	8	46	58	112	2,223·82	39	271	54	364

No. 34—concl'd.

European and East Indian employés on the standard and metre gauge railways (open lines only) during December 1891—concl'd.

AND WAGON DEPARTMENTS, ESTABLISHMENTS.					TOTAL.										Mean mileage worked. (See also state- ment No. 24, (pages 111-113).	Serial No.	REMARKS.
EAST INDIANS.					EUROPEANS.					EAST INDIANS.							
Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by						
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.			
238.50 57	3 ...	24 12	1 15	28 27	861.60 144.06	7 3	75 35	11 19	93 57	508.67 191.70	5 ...	44 35	7 30	56 65	1,765.12 810.72	I III	(a) Includes the Patna-Gya, Tarakesh- war, and the Delhi-Umballa- Kalka railways.
105	1	14	...	15	167.03	1	28	1	30	175.41	3	29	5	37	753.65	IV	(b) Includes the Bhopal-Itarsi State railway.
35.92	...	4	1	5	74.84	2	13	1	16	80.44	...	16	1	17	717.00	X	
217 236	6 1	40 77	9 4	55 82	382.66 152	3 4	47 23	13 6	63 33	408.15 477.00	7 7	79 105	14 23	100 135	1,748.24 1,361.31	XII XIII	(c) Includes the Gaekwar's Mehsana railway. (d) Includes the Southern Mahratta (Mysore section) and the Kolha- pur State railway.
451.38	4	40	18	62	79.75	...	9	3	12	608.73	6	59	27	92	883.43	XV	(e) Includes the Villupuram-Gunta- kal and Pondicherry railways.
182	1	19	5	25	828.08	19	90	19	128	431.58	3	50	28	81	2,503.39	XIX	(f) Includes the Amritsar-Pathankot, Rajpura-Bhatinda, and Jammu and Kashmir railways.
17.75 68.99	1 2	2 15	1 2	4 19	154.50 253.39	3 3	10 38	9 5	22 46	131.54 218.61	3 6	18 51	8 11	29 68	692.55 777.02	XXI XXII	(g) Includes the figures for the Ben- gal Central railway (excluding Agency and Engineer's depart- ment) and the metre gauge sec- tion.
State railway	...	...	...	...	3	...	...	...	...	1.00	...	...	...	...	125.01	XXIII	
83	...	11	2	13	80.42	4	14	1	19	162.27	4	42	24	70	583.38	XXX	(h) Includes the Toungoo-Mandalay and the Mu Valley State railways.
325 44	2 1	52 5	3 ...	57 6	885 149	13 4	111 9	3 3	127 16	630.00 109.00	4 1	72 9	4 1	80 11	1,489.14 460.90	XXXV XXXVI	(i) Includes the Wardha Coal, Dhond- Manmad, Khamsaon, and Amravati State railways.
453	10	26	2	38	209.58	4	23	9	36	1,103.17	27	94	73	194	839.30	XXXVII	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4.79	XL	
4	...	1	...	1	30	...	5	...	5	16.00	...	4	...	4	223.63	XLI	(j) Includes the Rohilkhand-Kumaon (Lucknow-Bareilly section).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	78.00	XLII	
68	1	10	30	41	65	...	11	9	20	181.00	5	16	30	51	353.77	L	(k) Includes the Bezwada extension.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13.35	LI	
1	...	...	...	...	1	...	...	...	...	1.00	...	...	...	...	182.66	LIX	
7	...	1	...	1	34.83	2	6	...	8	30.25	...	8	4	12	333.69	LX	
1,559.24	22	179	59	260	3,720.24	57	430	88	575	3,681.68	57	418	197	672	10,583.92	(l)	(l) Includes 528.09 miles of the metre gauge portion of the Eastern Bengal State railway.
1,035.30	11	174	34	219	835.50	15	117	24	156	1,783.84	24	313	93	430	6,116.13		
2,594.54	33	353	93	479	4,555.74	72	547	112	731	5,463.52	81	731	290	1,102	16,700.05		

3. The following statement gives the number of depositors in the State Railway Provident Fund Institutions and the sums at their credit on the 31st December 1891:

STATEMENT No. 35.

Serial No.	RAILWAY.	Number of staff depositing.	NUMBER OF DEPOSITORS.		AMOUNT AT CREDIT ON THE 31st DECEMBER 1891.				REMARKS.
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	TOTAL.	
	State lines worked by companies.				Rs.	Rs.	Rs.	Rs.	
	Standard gauge.								
III	BENGAL-NAGPUR . . .	763	4	762	468	28,778	12,857	42,103	
	UMARIA COLLIERY . . .	12	1	12	1	5,121	1,534	6,656	
IV	INDIAN MIDLAND (a) ...	...	1	1,290	11	16,016	5,331	21,358	(a) Includes the Bhopal-Itarsi railway.
	WABORA COLLIERY . . .	26	2	26	320	5,554	3,739	9,613	
	TOTAL . . .	801	8	2,090	800	55,469	23,461	79,730	
	Metre gauge.								
X	BENGAL AND NORTH WESTERN—								
	TIERHOOT SECTION	872	...	(b) 872	7,671	72,388	23,339	1,03,398	(b) Includes voluntary depositors not shown in return.
	COMPANY'S SECTION								
XII	RAJPUTANA-MALWA . . .	3,826	162	3,803	36,847	4,29,460	3,79,732	8,46,039	
XIII	SOUTHERN MAHRATTA	2,550	...	2,550	...	(c) 2,12,676	52,559	(c) 2,65,235	(c) Includes interest Rs. 20,300.
XIV	SOUTHERN MAHRATTA (MYSORE SECTION).								
XV	SOUTH INDIAN . . .	1,597	5	1,597	23	32,985	16,491	49,499	
	TOTAL . . .	8,845	167	7,822	44,541	7,47,509	4,72,121	12,64,171	
	State lines worked by the State.								
	Standard gauge.								
XIX	NORTH WESTERN . . .	4,987	(d) 226	4,986	(e) 34,307	9,77,706	5,78,855	(e) 15,90,868	(d) Includes 225, who are both voluntary and compulsory depositors.
XXI	ODDH AND ROHILKHAND . . .	1,285	64	1,244	7,744	2,20,366	91,680	3,19,790	(e) Excludes Rs. 387 on account of Clergy Fund.
XXII	EASTERN BENGAL . . .	3,061	37	3,061	6,721	2,92,911	2,42,361	5,41,993	
	TOTAL . . .	9,333	327	9,291	48,772	14,90,983	9,12,896	24,52,651	
	Metre gauge.								
XXIX	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHABLLA (2' 6" GAUGE) BRANCH. DACCA SECTION . . .								Included with standard gauge section.
XXX	BURMA . . .								
	TOYNGOO-MANDALAY . . .	987	22	972	10,158	98,192	70,876	1,79,226	
XXXI	MU VALLEY . . .								
	TOTAL . . .	987	22	972	10,158	98,192	70,876	1,79,226	
	Summary.								
	STANDARD GAUGE . . .	10,134	335	11,381	49,572	15,46,452	9,36,357	25,32,381	
	METRE GAUGE . . .	9,832	189	8,794	54,699	8,45,701	5,42,997	14,43,397	
	TOTAL . . .	19,966	524	20,175	1,04,271	23,92,153	14,79,354	39,75,778	

4. The following abstract gives the enrolled strength and the number of
Railway Volunteer Corps. efficient in the several Railway Volunteer Corps
on the 31st March 1892:

STATEMENT No. 36.

Serial No.	CORPS.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.	
			Officers.	Non-commissioned officers.	Volunteers.	Total.						
I	East Indian railway .	1,365	65	138	1,129	1,332	33	14	1	Jamálpur.		
III	Bengal-Nágpur railway	585	13	56	449	518	67	5	...	Nágpur.		
IV	Indian Midland railway	373	16	41	273	330	43	3	...	Jhánsi.		
X	Warora Colliery— Nágpur Volunteer Rifles, "C" Com- pany.	21	1	4	16	(a) 21	...	...	...	Nágpur.	{ (a) Warora detach- ment, 13 Colliery employés, the rest being out- siders.	
	Bengal and North- Western— Tirhoot section .	74	1	5	67	78	1	1	...	Samastipur.		
	Gorakhpur Light Horse	10	1	1	6	8	2	...	...	Gorakhpur.		
	Company's section— D Company . . .	19	1	2	16	19	...	}	1	...		
	E Company . . .	41	4	5	32	41	...					
	Oudh Volunteer Rifles	15	2	...	13	15	...	...	...	Gonda.		
XII	Rajputana-Malwa State railway— 2nd Battalion, Bom- bay, Baroda and Central India Railway Volunteer Rifles	810	29	119	648	796	14	10	...	Ajmere.		
XIII	Southern Mahratta railway	451 (b)	7	32	33	377	74	5	...	Hubli.		
XV	South Indian rail- way—	719	16	86	519	621	98	8	...	Negapatam.	{ (b) 74 of these are other than Europeans and East Indians.	
XIX	North-Western rail- way— 3rd Punjab (North Western Railway) Volunteer Rifles .	1,134	38	121	937	1,096	38	10	1	Lahore.		
XXI	Oudh and Rohilkhand railway— (i) Oudh Volunteer Rifles	114	6	12	96	114	...	...	...	Lucknow.		
	(ii) Oudh Volunteer Reserve Rifles .	31	...	...	17	17	14	...	...	Lucknow.		
	(iii) Rohilkhand Volunteer Rifles .	74	2	5	46	53	21	2	3	Bareilly.		
	(iv) Rohilkhand Volunteer Reserve Rifles	9	...	...	7	7	2	...				
	(v) Gházipur Vol- unteer Rifles . .	6	...	...	6	6	...	...			{ At Moghal Serai ... 4 At Benares... 2	
	(vi) Cawnpore Vol- unteer Rifles . .	7	...	...	5	5	2	...	...	Cawnpore.		
	(vii) Oudh Light Horse	1	...	1	...	1	...	...	...	Lucknow.		
		Carried over .	5,869	202	628	4,620	5,450	409	59	5		

STATEMENT No. 36—contd.

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1892—contd.

Serial No.	CORPS.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward .	5,859	202	628	4,620	5,450	409	59	5		
XXII	Eastern Bengal State railway . . .	412	12	46	336	394	18	3	...	Sealdah.	
XXX	Burma State railway .	551	13	44	473	530	21	8	2	Rangoon.	
XXXV	Great Indian Peninsula railway . . .	1,056 a	29	138	883	1,050	6	10	2	Bombay.	
XXXVI	Bombay, Baroda and Central India railway— 1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles . . .	423	14	57	316	387	36	5	1	Bombay.	
XXXVII	Madras railway . .	(a) 964	20	100	733	853	112	9	2	Perambúr.	(a) Includes 32 cadets, sons of railway employees.
XLI	Rohilkhand-Kumaun railway (Company's section)— Rohilkhand Volunteer Rifles .	15	2	1	7	10	5	1	1	Bareilly.	
	Carried over .	9,280	292	1,014	7,368	8,674	607	95	13		

STATEMENT No. 36—concl'd.

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1892—concl'd.

Serial No.	CORPS.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
XLV	Brought forward	9,280	292	1,014	7,368	8,674	607	95	13		
	Darjeeling-Himalayan railway— <i>Northern Bengal Mountain Rifles, "A" and "B" Troops</i>	15	...	1	14	15	...	2	...	Darjeeling.	
L	The Nizam's Guaranteed State railway— <i>Hyderabad Volunteer Rifles</i>	170	3	19	140	162	8	1	...	Secunderabad.	
LX	Bhavnagar-Gondal-Junagarh-Porbandar State railway— <i>1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company</i>	53	1	6	38	45	8*	1	...	Ghadechi.	* Including one boy under age.
LXI	Morvi State railway— <i>Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company</i>	7	...	1	6	7	2	...	...	Ghadechi.	
	TOTAL	9,525	296	1,041	7,566	8,903	625	99	13	...	

5. The statement on the following pages shows the strength and cost of police on the standard and metre gauge open lines of railway and the amount of compensation payments made during 1891 on account of thefts.

Police.

STATEMENT

Strength and cost of police on the standard and metre gauge railways (open

Serial No.	RAILWAY.	SUBORDINATE OFFICERS.		CONSTABLES AND MEN.		SALARIES AND FIXED ALLOWANCES OF OFFICERS.		OFFICE EXPENSES AND TRAVELLING ALLOWANCES.	
		Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.
	State lines worked by companies.	No.	No.	No.	No.	Rs.	Rs.	Rs.	Rs.
	<i>Standard gauge.</i>								
I	EAST INDIAN (a)	...	113	11,172	340	61,578	20,359	7,433	28,564
III	BENGAL-NÁGPÚR	...	5	93	173	...	...	...	2,294
IV	INDIAN MIDLAND (b)	...	14	90	69	...	5,456	...	1,910
	<i>Metre gauge.</i>								
X	BENGAL AND NORTH WESTERN— TIERHOOT SECTION COMPANY'S SECTION	...	5	161	123	...	2,170	...	2,315
XII	RAJPUTANA-MALWA (c)	121		535		25,630		13,267	
XIII	SOUTHERN MAHRATTA (d)	...	9	59	344	...	7,500	5,234	
XV	SOUTH INDIAN	...	...	8	...	...	...	...	...
	State lines worked by the State.								
	<i>Standard gauge.</i>								
XIX	NORTH WESTERN (e)	8	176	629	1,120	...	27,032	929	10,909
XX	OUDDH AND ROHILKHAND	4	...	394	...	...	...	3,714	...
XXII	EASTERN BENGAL (f)	...	60	340	198	...	10,800	...	8,401
	<i>Metre gauge.</i>								
XXX	BURMA (g)	1	35	4	158	...	4,511	...	1,742
	Lines worked by guaranteed companies.								
	<i>Standard gauge.</i>								
XXXV	GREAT INDIAN PENINSULA (h)	17		934		15,076		881	
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA (i)	54		407		16,323		16,397	
XXXVII	MADRAS	7	2	339	23	4,320	...	3,178	...
	Assisted companies.								
	<i>Metre gauge.</i>								
XLI	ROHILKHAND-KUMAON (COMPANY'S SECTION) (j)	...	5	90	17	...	1,374	...	511
XLII	DIBRU-SADIYA (k)	...	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.								
	<i>Standard gauge.</i>								
L	THE NIZAM'S GUARANTEED STATE	27		154		11,821		2,626	
	Lines owned by native states and worked by state railway agency.								
	<i>Standard gauge.</i>								
LV	RÁJPUTRA-PRÁTINDA	...	5	4	35	...	...	...	36
	Lines owned and worked by native states.								
	<i>Metre gauge.</i>								
LX	BRÁYNAGAR-GONDAL-JUNÁGARH-PORBANDAR ...	...	27	12	67	1,023	2,200	...	3,937

No. 37.

lines) and the amount of compensation payments due to thefts during 1891.

SALARIES OF SUB-ORDINATE OFFICERS AND MEN.		TOTAL COST OF FORCE PER ANNUM.			Cost of force per mean mile of railway worked.	Compensation payments due to thefts.	Compensation payments per 1,000 tons of goods moved.	Mean mileage worked. (See also statement No. 24, pages 111-113.)	Serial No.	REMARKS.
Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.	Total.						
Bs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.		
...	86,782	69,011	1,35,705	2,04,716	115.98	2,306	.46	1,765.12	I	(a) Includes the Patna-Gya, Tárakeshwar, and the Delhi-Umballa-Kalka Railways.
6,525	15,539	...	...	24,358	30.04	63	.06	810.72	III	
4,066	7,086	4,066	14,452	18,518	24.57	...	...	753.65	IV	(b) Include the Bhopal-Itársi State railway.
6,557	13,984	6,557	18,469	25,026	34.90	458	.69	717.00	X	
90,139		...	...	1,29,036	77.15	3,827	2.40	1,672.56	XII	(c) Includes the Cawnpore-Achnérá railway.
4,865	45,317	...	...	62,916	46.22	1,193	1.59	1,361.31	XIII	(d) Includes the Southern Mahratta (Mysore section) and the Kolbápur railway.
871	...	871	...	871	.99	...	...	883.43	XV	
63,485	1,50,313	64,414	1,97,253	2,61,967	109.26	1,361	.34	2,395.45	XIX	(e) Includes the Amritsar-Patháinkot and Jammu and Kashmir railways.
31,245	...	34,959	...	34,959	50.48	...	...	692.55	XX	
34,093	47,880	34,093	67,081	1,01,174	112.16	722	.96	902.03	XXII	(f) Includes the Bengal Central railway and the metre gauge section.
396	34,953	...	...	41,602	71.31	1,352	3.00	583.38	XXX	(g) Includes the Toungoo-Mandalay extension and the Mu Valley State railway.
1,36,818		...	...	1,71,937	115.47	3,309	1.03	1,489.13	XXXV	(h) Includes Rs. 19,162 on account of contingencies, &c., and pension and leave allowances payable by the Government of Bombay, and includes also the Wardha Coal, Dhoud-Manmád, Khámgaon, and Amráoti Railways.
56,15	...	...	...	88,872	146.11	614	.44	608.24	XXXVI	
39,385	2,646	46,883	2,646	49,529	59.01	1943.51	1.65	839.29	XXXVII	(i) Includes the Gackwar's Dabhoi and the Mehsána.
5,579	1,599	5,579	3,484	9,063	40.53	...	...	223.63	XLI	(j) Includes the Rohilkhand-Kumaon (Lucknow-Bareilly section).
...	...	...	...	...	...	...	...	78.00	XLII	(k) No separate railway police force is entertained.
26,304		...	...	40,751	122.63	128	1.71	332.30	L	
240	3,036	240	3,072	3,312	30.67	...	...	107.94	LV	
...	12,477	1,023	18,614	19,637	58.85	654	4.19	333.69	LX	

CHAPTER XII

Rolling stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways and the work obtained from each during the two half-years of 1891:

STATEMENT No. 38.

Serial No.	RAILWAY.	AVERAGE NUMBER OF LOCOMOTIVES.		TOTAL ENGINE-MILEAGE.		AVERAGE MILEAGE PER ENGINE.		AVERAGE MILEAGE PER ENGINE PER DIEM.	
		Half-year ending the 30th June 1891.	Half-year ending the 31st December 1891.	Half-year ending the 30th June 1891.	Half-year ending the 31st December 1891.	Half-year ending the 30th June 1891.	Half-year ending the 31st December 1891.	Half-year ending the 30th June 1891.	Half-year ending the 31st December 1891.
	State lines worked by companies.								
	Standard gauge.								
I	EAST INDIAN	554	551	5,881,248	5,471,289	10,616	9,930	58·65	53·97
III	BENGAL-NÁGPUR	53	72	485,376	671,797	9,158	9,331	50·60	50·71
IV	INDIAN MIDLAND	87	87	906,875	755,500	10,676	8,450	58·98	45·93
	Metre gauge.								
X	BENGAL AND NORTH WESTERN—								
	TIRHOOT SECTION	100	100	970,134	850,503	9,701	8,506	53·60	46·23
	COMPANY'S SECTION								
XII	RAJPUTANA-MALWA	412	424	3,987,943	3,595,523	9,679	8,480	53·48	46·09
XIII	SOUTHERN MAHRATTA	142	184	1,337,379	1,361,586	9,418	7,400	52·03	40·22
XV	SOUTH INDIAN	184	184	1,637,794	1,763,078	8,961	9,582	49·18	52·08
	State lines worked by the State.								
	Standard gauge.								
XIX	NORTH WESTERN	577	538	4,927,250	5,402,762	8,546	10,040	47·22	54·57
XXI	OUDEH AND ROHILKHAND	155	155	1,493,463	1,246,984	9,635	8,045	53·23	43·72
XXII	EASTERN BENGAL	97	97	1,215,061	1,289,874	12,526	13,298	69·20	72·27
	Metre gauge.								
XXIX	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHABLLA (2' 6" GAUGE) BRANCH.	78	69	941,005	785,766	12,064	11,388	66·65	61·89
	DACCA SECTION								
		103	12		112,136		9,345		50·79
XXX	BURMA		105	1,054,650	924,774	10,239	8,807	56·57	47·87

STATEMENT No. 38—concl'd.

Serial No.	RAILWAY.	AVERAGE NUMBER OF LOCOMOTIVES.		TOTAL ENGINE-MILEAGE.		AVERAGE MILEAGE PER ENGINE.		AVERAGE MILEAGE PER ENGINE PER DIEM	
		Half-year ending the 30th June 1890.	Half-year ending the 31st December 1891.	Half-year ending the 30th June 1891.	Half-year ending the 31st December 1891.	Half-year ending the 30th June 1891.	Half-year ending the 31st December 1891.	Half-year ending the 30th June 1891.	Half-year ending the 31st December 1891.
	Lines worked by guaranteed companies.								
	Standard gauge.								
XXXV	GREAT INDIAN PENINSULA	600	605	6,909,057	4,875,787	11,515	8,059	63·62	43·80
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA .	127	127	1,589,288	1,279,566	12,514	10,075	69·13	54·76
XXXVII	MADRAS	152	152	1,463,536	1,526,458	9,629	10,042	53·20	54·58
	Lines owned by native states and worked by companies.								
	Standard gauge.								
L	THE NIZAM'S GUARANTEED STATE . .	40	46	348,071	352,602	8,702	7,665	48·08	41·66
	Lines owned and worked by native states.								
	Metre gauge.								
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBAN- DAR.	33	33	268,592	220,906	8,139	6,694	44·97	36·38

2. Statement No. 39 on the following pages (166 to 169) shows the number of engines and vehicles used in conveying traffic and the number of miles travelled by trains during 1891.

STATEMENT

Engines and vehicles used in conveying traffic and the number of miles travelled by trains

Serial No.	RAILWAY.	Mean mileage worked. (From state- ment No. 24, pages 111-13).	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
			Engines.	CARRIAGES.					
				1st class.	2nd class.	3rd or inter- mediate class.	Lowest (3rd or 4th) class.	Composite.	Total number.
	State lines worked by companies.								
	Standard gauge.								
I	EAST INDIAN (a)	1,765-12	576	114	105	61	703	75	1,058
III	BENGAL-NÁGPUR	810-72	72	...	...	...	125	30	155
IV	INDIAN MIDLAND (b)	753-65	92	23	17	...	220	59	319
	TOTAL	3,329-49	740	137	122	61	1,048	164	1,532
	Metre gauge.								
X	BENGAL AND NORTH WESTERN—								
	TIRHOOT SECTION	717-00	100	27	8	...	202	58	295
	COMPANY'S SECTION								
XII	RAJPUTANA-MALWA (c)	1,748-24	424	130	96	50	766	92	1,134
XIII	SOUTHERN MAHRATTA (d)	1,361-31	222	31	42	...	480	72	625
XV	SOUTH INDIAN (e)	883-43	184	21	39	...	423	71	559
	TOTAL	4,709-98	930	209	185	50	1,876	293	2,613
	State lines worked by the State.								
	Standard gauge.								
XIX	NORTH WESTERN (f)	2,503-39	613	84	93	78	845	155	1,255
XXI	ODDH AND ROHILKHAND	692-55	156	49	25	20	262	55	411
XXII	EASTERN BENGAL (g)	373-94	97	27	12	52	185	53	329
XXIV	CALCUTTA PORT COMMISSIONERS'	Information not furnished.		...	...	...	...	...	...
	TOTAL	3,569-88	866	160	130	150	1,292	263	1,995
	Metre gauge.								
XXIX	EASTERN BENGAL—								
	NORTHERN AND BEHAR SECTIONS, INCLUD- ING THE KAUNIA-DHARLA (2' 6" GAUGE) BRANCH.	442-17	70	28	8	24	163	34	257
	DACCA SECTION	85-92	14	6	4	5	33	10	58
XXX	BURMA (h)	583-38	114	55	60	...	321	35	471
	TOTAL	1,111-47	198	89	72	29	517	79	786

No. 39.

on the standard and metre gauge railways during the year ending the 31st December 1891.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					Serial No.	REMARKS.
Miscel- laneous coaching vehicles (excluding brakes).	Goods vehicles of all de- scriptions (excluding brakes).	Brake- vans.	Passenger (including passenger proportion of mixed).	Goods (including goods proportion of mixed).	Mixed.	Total train mileage.	Number of train-miles per mean mile worked.		
160	8,954	341	4,238,343	5,304,337	3,740,248	9,602,680	5,440.24	I	(a) Includes the Patna-Gya, Tárakeshwar, and the Delhi-Umballa-Kalka railways and foreign lines worked over.
13	1,945	65	288,472	865,532	735,405	1,154,004	1,423.43	III	
41	2,152	85	699,219	835,511	603,785	1,534,730	2,036.40	IV	
214	13,051	491	5,226,034	7,065,380	5,079,438	12,291,414	3,691.68		(b) Includes the Bhopal-Itárai State railway and foreign lines worked over.
28	2,039	67	637,938	899,111	1,251,050	1,537,049	2,143.72	X	
170	7,242	279	2,100,863	4,700,696	2,460,215	6,801,559	3,890.52	XII	(c) Includes the Gaekwar's Mehsána railway.
66	4,685	188	1,061,928	1,392,036	1,289,527	2,453,964	1,802.65	XIII	(d) Includes the Southern Mahratta railway (Mysore section) and the Kolhápur State railway.
47	3,099	123	1,321,986	1,585,224	986,174	2,907,210	3,290.82	XV	(e) Includes the Pondicherry railway.
311	17,065	657	5,122,715	8,577,067	5,986,966	13,699,782	2,908.67		
271	9,977	514	3,084,863	6,251,008	3,551,790	9,335,871	3,729.29	XIX	(f) Includes the Amritsar-Pathámkot, Jammu and Kashmir, and Rájpura-Bhátinda railways and foreign lines worked over. Also includes the stock belonging to the late Salt branch and the Ferozepore tramway.
48	4,371	120	1,049,432	1,223,020	1,404,929	2,272,452	3,281.28	XXI	
88	1,861	63	1,029,643	937,097	725,815	1,966,740	5,259.51	XXII	
...	...	...	...	...	...	...	...	XXIV	(g) Includes the Bengal Central railway.
407	16,209	697	5,163,938	8,411,125	5,682,534	13,575,063	3,802.67		
24	1,706	52	555,098	832,850	653,223	1,387,948	3,138.95	XXIX	
9	246	10	129,284	58,726	158,406	188,010	2,188.20		
81	2,923	114	815,447	861,745	869,088	1,677,192	2,874.96	XXX	(h) Includes the Toungoo-Mandalay extension and the Mu Valley State railway.
114	4,875	176	1,499,829	1,753,321	1,680,717	3,253,150	2,926.89		

STATEMENT

Engines and vehicles used in conveying traffic and the number of miles travelled by trains

Serial No.	RAILWAY.	Mean mileage worked. (From state- ment No. 21, pages 111-13).	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
			Engines.	CARRIAGES.					
				1st class.	2nd class.	3rd or inter- mediate class.	Lowest (3rd or 4th) class.	Composite.	Total number.
	Lines worked by guaranteed companies.								
	Standard gauge.								
XXXV	GREAT INDIAN PENINSULA (a)	1,480-13	605	88	150	...	561	95	894
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA (b)	474-25	127	29	42	22	244	55	392
XXXV II	MADRAS	839-30	151	35	70	...	370	49	524
	TOTAL	2,802-68	883	152	262	22	1,175	199	1,810
	Metre gauge.								
XL	DEOGHUR	4-79	2	...	...	8	...	2	10
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION) (d)	223-63	27	24	...	3	83	11	121
XLII	DIBRU-SADIYA	78-00	13	1	...	...	7	7	15
	TOTAL	306-42	42	25	...	11	90	20	146
	Lines owned by native states and worked by companies.								
	Standard gauge.								
L	THE NIZAM'S GUARANTEED STATE (e)	353-77	46	14	8	...	50	18	90
	TOTAL	353-77	46	14	8	...	50	18	90
	Lines owned and worked by native states.								
	Metre gauge.								
LIX	JODHPORE	182-66	13	7	3	...	43	5	58
LX	JODHPORE-BICKANEER	333-69	33	13	8	...	124	18	163
	TOTAL	516-35	46	20	11	...	167	23	221
	Foreign lines.								
	Metre gauge.								
LXII	WEST OF INDIA PORTUGUESE	51-00	12	2	2	...	16	2	22
	TOTAL	51-00	12	2	2	...	16	2	22
	Summary.								
	STANDARD GAUGE	10,055-82	2,535	463	522	233	3,565	644	5,427
	METRE GAUGE	6,695-22	1,228	345	270	90	2,666	417	3,788
	Total	16,751-04	3,763	808	792	323	6,231	1,061	9,215

No. 39—concl'd.

on the standard and metre gauge railways during the year ending the 31st December 1891—concl'd.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					Serial No.	REMARKS.
Miscellaneous coaching vehicles (excluding brakes).	Goods vehicles of all descriptions (excluding brakes).	Brake-vans.	Passenger (including passenger proportion of mixed).	Goods (including goods proportion of mixed).	Mixed.	Total train mileage.	Number of train-miles per mean mile worked.		
149	7,953	590	3,341,816	7,076,199	1,158,870	10,418,015	6,996·04	XXXV	(a) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti State railways.
36	3,554	84	1,298,805	1,309,495	106,944	2,608,300	5,499·84	XXXVI	(b) Includes the Gackwar's Petlád railway.
105	2,870	164	1,196,258	1,325,969	1,096,513	2,522,227	3,005·16	XXVII	
290	14,377	838	5,836,879	9,711,663	2,362,327	15,548,542	5,547·74		
...	8	2	(c)	(c)	...	14,412	3,008·77	XL	(c) Information not furnished.
11	632	27	156,731	140,936	275,842	297,667	1,331·07	XLI	
1	548	12	19,148	133,780	57,444	152,928	1,960·62	XLII	(d) Includes the Lucknow-Bareilly section.
12	1,188	41	175,879	274,716	333,286	465,007	1,517·55		
19	733	41	216,568	415,715	462,936	632,283	1,787·27	L	(e) Includes the Bezváda extension and 3·10 miles worked over twice by each train.
19	733	41	216,568	415,715	462,936	632,283	1,787·27		
2	145	7	83,940	153,136	143,095	237,076	1,317·67		
			1,355	1,835	1,953	3,190	1,164·23	LIX	
15	864	36	270,136	193,657	305,188	463,793	1,389·89	LX	
17	1,009	43	355,431	348,628	450,186	704,059	1,363·53		
2	115	9	46,528	89,397	30,779	135,925	2,665·21	LXI	
2	115	9	46,528	89,397	30,779	135,925	2,665·21		
930	44,370	2,067	16,443,419	25,603,883	13,587,235	42,047,302	4,181·39		
456	24,252	926	7,200,382	11,043,129	8,481,934	18,257,923	2,727·01		
1,386	68,622	2,993	23,643,801	36,647,012	22,069,169	60,305,225	3,600·09		

CHAPTER XIII.

Flood damages.

In the following paragraphs details are furnished of the principal flood damages during 1891:

East Indian Railway.

2. On the 21st May the permanent-way at the Sakragalli siding was undermined by a heavy flood, and much damaged by the rush of water over the line.

Bengal-Nágpur Railway.

3. The rainfall for the year was heavy, and marked by unusually heavy falls during short periods of time.

On the 29th September the Kanhan river, 10 miles from Nágpur, rose to an exceptional height, flooded Kamptee cantonment, and washed away about 100 feet of the approach bank on the west side of the bridge. Communication was not restored for six days, during which time passengers were transhipped. The river took some time to fall, and the position of the bridge made it difficult to repair the damage quickly. A repetition of this break will be prevented by additional pitching to the slopes of the bank.

The cuttings in the Pendra Ghát gave considerable trouble, and on the 24th September at mileage $51\frac{1}{2}$ from Biláspur traffic was interrupted for six days owing to the large amount of rock that fell in heavy masses.

On the same date, at mileage 43 from Biláspur about 50 feet of bank, where the line runs under a high hill, was washed away. The soil was of an easily sodden nature, and, when the bank became saturated, it flowed away bodily.

On the 6th September, at mile $49\frac{1}{4}$, the south approach bank to the Gorchetta bridge slipped, and caused a break of a few days.

Indian Midland Railway.

4. On the 8th September the line between Púrch station and the Betwa escape canal bridge at mile 279 on the Cawnpore-Jhánsi section was damaged by floods, causing slight detention to trains, but not necessitating transhipment. An estimate has been submitted for increasing the waterway.

The line was breached for about 100 feet by the abnormally heavy rain on the 8th September at the south end of the cutting at mile 325, on the Jhánsi-Agra section, about three miles north of Morena station. This necessitated the line being blocked for repairs for about 24 hours, and required passengers to be transhipped, &c. The side drain at the top of the cutting was deepened and widened in order to prevent a recurrence of the damage.

Bengal and North Western Railway System.

5. During the last monsoon no heavy floods were experienced on this system, but at Ajodhya (Lakarmandi Ghát) the river Gogra cut into the station compound, carrying away the goods platform and half a mile of bank. No material was lost, but about 10 acres of the station compound were washed away.

The river Kosi cut away its banks considerably to the north of Kunwa Ghát station, and carried away some 500 feet of the north end of the station yard, from which the sidings had to be removed. No material was lost.

Rohilkhand-Kumaun Railway System.

6. During the month of August a very heavy flood occurred in the Deoraman river near Bhojipura junction, and caused a breach in both the Rohilkhand-Kumaun and Lucknow-Bareilly lines. This, however, but slightly inconvenienced

traffic working. During the same month the Deoha river at Pilibhit caused considerable trouble owing to alterations in its course, and a breach of the line was averted with difficulty. At the commencement of October Lucknow was visited with a flood between 2 and 3 feet higher than any before recorded. A good deal of pitching was washed away from the south abutment of the Gumti bridge, and the Muchi Bhawan road bridge close by was converted into a torrent, its foundations being exposed. No serious damage was, however, caused, but the necessity of further protective works both at the Gumti and the Deoha rivers has been clearly demonstrated.

Rajputana-Malwa State Railway.

7. On the 8th August the Cawnpore City station passenger line bank slipped about 10 feet. The road was blocked for three hours.

On the 19th August the old city station line bank at Cawnpore sank through heavy rain, and the road was blocked for six hours.

On the 15th September the line was washed away at mile 29 between Bilhaur and Utripura and several other places, and passengers had to be transhipped.

On the 19th September the line was washed away at mile 369 between Nimar-Kheri and Attar, and resulted in the derailment of ten wagons. Passengers were transhipped. The road was blocked for 13 hours.

Southern Mahratta Railway System.

8. Towards the end of June the length between Rungapuram and Nandyál, main line, was breached in several places owing to heavy rainfall. The opening at mile 293 proved too small to discharge the flood water. This resulted in a breach in the bank 42 feet in length and the failure of the bridge. As a temporary measure, a diversion was made to pass the traffic. Sanction has lately been received for the erection of an additional 20 feet span, and arrangements are being made to take the work in hand. The other breaches were forthwith repaired; but, in order to ensure the future safety of the line, it is necessary to raise the line and provide additional waterways. Damage was done to four of the culverts on the Dhárwár frontier section—two at the gháts, and two at miles 13 and 15. Steps have been taken to carry out substantial repairs to them.

On the Poona branch a slip occurred in April 1891 in the high cutting at mile 265½, and about a ton of rock and earth fell in front of the pilot engine of No. 58 down goods train. This resulted in the derailment of the pilot and assisting engines and of 16 goods wagons. The line was cleared with much difficulty. In order to put a stop to similar occurrences, some protective works have been executed at the Álandi Ghát, and the cutting referred to is being covered for a length of 600 feet.

In July the heavy rains, which continued for a fortnight, damaged the 10-foot barrel culvert at mile 4 on the Poona branch. Steps have been taken to repair it in a substantial manner.

On the night of the 17th June there was a storm accompanied by heavy rain. This continued till the morning of the 18th idem, damaging six of the minor bridges and washing away the ballast at the south end of the station at Dávangere. These damages were made good.

Heavy showers also fell on the 19th and 20th June, which flooded the nulla near Bidadi station. The rush of water was so great that it damaged the culvert at mile 225, which, however, was soon repaired.

Owing to a heavy fall of rain on the night of the 5th October, four dry wing-walls of bridge No. 84 at mile 5½ gave away, and the bank at that place sank. The walls were soon rebuilt, and the bank was made good.

The rivers Krishna and Punchganga flooded towards the close of the year, and damaged the line at certain places. The damages were made good, but for the future safety of the line it has been found necessary to pitch the slopes of the embankments at these rivers to a height of 3 feet above the highest flood level, and for the protection of the public road the loop bund will be strengthened and pitched.

Kolhapur State railway.

South Indian Railway.

9. On the 23rd October a heavy flood in the channel caused a portion of the embankment behind the south abutment of a bridge at mile 103 to slip through the space between the two foundation wells of the abutment. Traffic was suspended for 28 hours.

On the same date a flood in the Ponniár river breached its right bank 960 feet above the railway bridge (at mile 105) for a length of 415 feet. The water submerged the railway to a depth of $2\frac{1}{2}$ feet between miles 105 and 106, and breached the embankment for a length of 92 feet, the ballast being scoured out over the remaining portion. Traffic was interrupted for 28 hours.

At a bridge at mile 203 the bund of a new cut was breached, and flood water running to the low ground at the north end, and returning alongside the slopes, eroded the bank at the approach of the north abutment. The rails were suspended for a length of 48 feet. No trains ran for 30 hours, but passengers and mails were transhipped.

A fall of rain of $7\frac{1}{2}$ inches caused the Kusbah nulla to breach the south-west end of Vellore station, and the water running through Vellore station compound washed away the ballast at mile 192, rendering the line unsafe.

North Western Railway System.

10. Except in the early part of 1891, the floods during the year under report were moderate.

The part of line which suffered most was between Mangi and Mudgorge on the Sind-Pishin section, where the embankment was repeatedly damaged by rains and slips of the hill sides.

On the 26th February a heavy land slip occurred at mile 235 between Mudgorge high bank and Mudgorge, carrying with it the rails and permanent-way.

A second land slip occurred near the same place on the 28th February, when about 500 feet of the hill south of Mudgorge high bank slipped and completely filled up the cutting with over 50 feet deep of mud and boulders, entirely obliterating about 1,000 feet of line.

On the 29th March the puddle hollow bank near Mudgorge sank, rendering the line impassable for trains. Traffic was interrupted on each occasion for several days.

Slight settlements also occurred between Dirgi and Mudgorge in May, July, and December; but the breaches were repaired quickly without causing any serious detention to traffic.

Oudh and Rohilkhand Railway.

11. With the exception of a slight wash-out at mile 263 caused by heavy local rainfall, there was no serious damage to the line.

There was, however, danger for some days of the line being breached in the Gumti valley near Lucknow at mile 206 owing to an unprecedented flood which rose to rail level. A breach was averted by banking out the water, and it is now proposed to raise the line thus affected.

Burma State Railway.

12. Owing to the bursting of the bund across the Canthar Choung, the line was flooded between miles 124 and 128 on the Irrawaddy line on the 24th November; several breaches were made, and the ballast washed away. Traffic was suspended for 36 hours.

Great Indian Peninsula Railway System.

13. In September very heavy rainfall took place in the Narbada valley, particularly at Narsinghpur, the following falls being registered:

Saturday, 5th		5 $\frac{1}{2}$ inches.
Sunday, 6th		9 $\frac{1}{4}$ inches.
Monday, 7th		16 $\frac{1}{2}$ inches.

Some damage was done to the railway works, and through communication was interrupted for many hours.

Bombay, Baroda and Central India Railway.

14. The cyclonic rainfall, which commenced on the 27th July last, damaged the line in several places between Amalsád and Wadhván, and also on the Pátri branch. The unusual quantity of water which collected on the east of the line forced its way by breaching the banks in several places and damaging a number of minor bridges, which are all now under repairs. The damages were very considerable, and traffic was more or less interrupted for about a fortnight.

Delhi-Umballa-Kalka Railway.

15. On the Delhi-Umballa-Kalka railway, which was only opened for traffic on the 1st March 1891, the line was rendered impassable by heavy rains and floods between Kharíndwa and Umballa on the 24th July, and all through traffic was directed over the North Western railway.

On the 25th July the line on both sides of the Lalru station above Umballa was washed away, but traffic was resumed over the whole on the 27th July.

On the 6th August the line was reported impassable between miles 35 and 36, and between miles 98 and 100, and, owing to the considerable delays to the through trains, traffic was passed over the North Western railway, only local goods and passengers being accommodated on the Delhi-Umballa-Kalka railway. On the 10th August, owing to further damage, night running was stopped. Through traffic was resumed on the 1st September.

Dibru-Sadiya Railway.

16. On the 16th July the ghát line was flooded and damaged by sudden rising of the Brahmaputra river, and, owing to constant cutting of the river bank, the ghát line station, and sidings had to be shifted.

The Gaekwar's Mehsána Railway.

17. On the 25th July, at mile 17, near Mamúnd road (Ranoj), the earth and ballast of the line for 90 feet in length were washed away. No damage was done to the permanent-way. Passengers had to be transhipped.

On the 28th July the Viramgam branch was flooded between miles 12 and 13. The branch was temporarily closed from the 29th July, and re-opened on the 10th August.

On the 29th July the line was breached at mile 22 near Detroj. In this case trains had to be cancelled, and passengers were allowed to go to their destination *viâ* Ahmedabad.

On the same date the line was washed away near Mamúnd road (Ranoj) and Pátan. Traffic had to be stopped till the 4th August.

On the 2nd August the line was breached at mile 27 near Kherálu. Passengers were transhipped.

Jodhpore-Bickaneer Railway.

18. There was one considerable flood which washed away the bank in the 63rd, 66th, 77th, and 100th miles on the Pachpadra branch, and caused two days' delay to traffic.

Bhávnagar-Gondal-Junágarh-Porbandar Railway.

19. On the 4th July the Kalwa bridge, mile 23, 2 spans of 40 feet girders, on the Jetalsar-Verával section was seriously tried by floods, its pitching protection was swept away, and the high bank behind the south abutment was almost cut away.

At the Baroda bridge, 3 spans of 40 feet girders, mile 34, a large hole was scoured out behind each abutment. A little further a serious breach occurred, the embankment being washed away more or less for a distance of nearly 400 yards.

On the 23rd July the line was seriously flooded north of Ningála station on the Bhávnagar section.

The Khareda bridge, 14 spans of 40 feet girders, at mile 56, was partially destroyed on the 27th July, and an enormous breach, about 600 feet long, was cut in the high bank of the north approach, and about a mile of permanent-way was swept away.

On the Jetalsar-Porbandar section, from mile $125\frac{1}{4}$ to $125\frac{1}{2}$ the bank was totally swept away on the 28th July, and an enormous hole was cut out behind the abutment of the Raydhra bridge, mile $124\frac{1}{2}$, causing a crack in the north abutment.

CHAPTER XIV.

Accidents.

The following statement gives the total number of persons killed and injured in connection with railway working during 1891 as compared with 1890:

STATEMENT No. 40.

Year.	PASSENGERS.						SERVANTS.						OTHER PERSONS.										Total all classes.	
	From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		From accidents to trains, rolling-stock, permanent-way, &c.		By accidents from other causes, including accidents from their own want of caution or misconduct.		Total.		Whilst passing over railways at level crossings.		Trespassers.		Suicides.		Miscellaneous, not included in preceding columns.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1890 .	1	24	42	136	43	160	10	29	141	485	151	514	12	11	168	75	64	3	16	12	260	101	454	775
1891 .	56	135	65	212	121	347	27	94	156	529	183	623	17	16	236	82	66	...	22	16	341	114	645	1,084

The following are brief particulars of some of the more important accidents which occurred during the year:

East Indian Railway.

2. On the 9th February, at Tundla, an East Indian railway passenger train running at considerable speed came into collision with an Indian Midland railway train which was standing at the Agra platform. The engine of the East Indian railway train was much damaged, as also both brake-vans, one 1st class, one 2nd class, three 3rd class, and one Great Indian Peninsula railway covered goods wagon. On the Indian Midland train both brake-vans were much damaged, and one 1st class, one composite, and six 3rd class carriages.

On the 22nd February a collision took place at Siráthu station between No. 3 up passenger train and No. 21 up goods. The result was slight damage to the permanent-way and very considerable damage to the rolling-stock of both trains. The engine of the 3 up passenger train was much damaged, the front brake-van entirely destroyed, and one 3rd class carriage, which was intended for female passengers, but which was fortunately empty, was broken and derailed. Of No. 21 up goods, one brake-van was entirely smashed and 17 goods wagons more or less seriously damaged.

On the 18th July a collision took place at Sítarámpur between No. 3 up passenger train and No. 5-B. up Barákar mixed train, resulting in eight empty coal hopper wagons of No. 5-B. up being derailed and considerably damaged. The engine of No. 3 up and some of the carriages of the latter train were also damaged, but no passengers suffered any injury, the only person hurt being the driver of No. 3 up, who was slightly burnt.

Bengal-Nágpur Railway.

3. On the 2nd May the driver of the up mail ran past signals at danger into Bámra station, and dashed into the buffer stops at the dead end goods siding, knocking down the buffer stops, and damaging the end of the passenger platform. No passengers were hurt. A good deal of damage was done to the engine.

On the 11th November, while the up mail was standing on the main line at Ádra station, the down mail was admitted on to the same line, causing a collision. The cattle guards of both engines were wrecked and a number of axle-boxes broken. There was no loss of life, and little or no injury to the permanent-way. The station master was to blame for the accident, and was prosecuted and convicted for not having personally locked the points.

Indian Midland Railway.

4. On the 19th January a bullock cart was run over by a light engine and a brake-van at a level-crossing at mileage 90 near Mahoba station. The accident was caused by the gateman having left the gates open for carts to cross the line. The gateman and cartman were killed.

On the 20th June a cart and a pair of bullocks, while crossing the line at the level-crossing at mileage 302 on the Jhānsi-Agra section, were run into by No. 5 down mixed train. The gateman was absent at the time. The bullocks were killed and the cartman was injured. The gateman and cartman were prosecuted, the former being sentenced to three months' rigorous imprisonment, and the latter to a fine of Rs. 10.

Rajputana-Malwa State Railway.

5. On the 27th April the failure of a coupling on an up mixed train resulted in the derailment of two vehicles between Ajmere and Tabāji stations. Three passengers were injured.

On the 9th July a collision took place between No. 62 down and 52 down goods at mile 135 between Sirsa and Suchán Kotli. The accident was caused owing to No. 62 down goods having been allowed to proceed from Suchán Kotli when the engine of No. 52 down goods train had been disabled at mile 135. The road was blocked for 4 hours and 45 minutes.

On the 15th November 17 wagons on 12 down local were derailed at mile 336 between Chandāwal and Guriya owing to a buffalo having been run over. Passengers of up and down mails were transhipped.

Southern Mahratta Railway System.

6. On the 24th February seven low-sided wagons and a brake-van of a ballast train were derailed at mile 17, Mysore section, between Tolahunse and Kodaganur, due to the train having run over a bull while backing with the brake-van first into the latter station. The brake-van and the derailed trucks were pushed along the top of the bank for a distance of about 200 feet, where the brake-van capsized down the bank, dragging one of the derailed trucks with it. The chief guard was killed and two coolies were slightly injured.

On the 27th March a down passenger train ran over a bull at mileage 126, Mysore section, between Tiptur and Karad stations, and six carriages and a brake-van were capsized and the engine bogie and tender-trailing wheels were derailed. The line was damaged for a distance of one and a half telegraph posts. Nobody was hurt or injured. The line was blocked from the 27th to the 29th.

On the 16th April two engines and 15 loaded wagons of a down goods train were derailed at mileage 265½, Poona branch, between Álandi and Phursangi stations, due to a slip caused by rain, which occurred just as the train was approaching the cutting. Three passengers were slightly hurt. The permanent-way was considerably damaged, and the line was blocked from the 16th to the 19th. The damage to rolling-stock was estimated at Rs. 9,700.

On the 24th May a bullock cart was run into by an up mixed train at the level-crossing at mile 169, main line, between Papinaikanahalli and Háspet stations, due to the bullocks having in their fright rushed on to the line through the gates, which, in the absence of the gateman, were open. The cart was completely destroyed and a man and a woman were killed, two others being seriously injured. The gateman was prosecuted and convicted by the Magistrate to twelve months' rigorous imprisonment.

On the 11th October the engine tender and seven wagons of a special goods were derailed on the crossing in Savalyapuram station on the Bellary-Kistna section, due to the pointsman having reversed the points while the tender was passing over them. The second fireman was killed and the permanent-way was damaged. The line was blocked from the 11th to the 13th. The pointsman was prosecuted and convicted.

On the 12th October a down special from Bangalore to Mysore collided with an up special from Mysore to Bangalore at mile 277, Mysore section, between Yeliyur and French Rocks, due to gross negligence on the part of the Yeliyur station master in having improperly allowed the down special to proceed when the up special was on that section. The station master absconded before the accident took place, and has not yet been apprehended. Four passengers

and two firemen were killed or died from the effects of their injuries, eight passengers, four firemen, and two drivers were seriously injured, and three slightly injured. Considerable damage was done to rolling-stock and permanent-way. The line was blocked from the 12th to the 15th, when a diversion was opened. The damage to rolling-stock was estimated at Rs. 47,850.

South Indian Railway.

7. On the 5th May the engine of No. 5 through goods train collided with the rear portion of No. 40 E train which was standing foul of the main line at Vadamadura station. The rear brake of the latter train was completely broken, and two covered goods wagons were derailed, one being much damaged. The wagons and brake-van of No. 5 train were also slightly damaged. The first fireman of No. 5 train was killed and the guard of No. 40 E train injured.

On the 24th July, as No. 35 mixed train was passing round a curve of one mile radius on a falling gradient of 1 in 220 between Vaiyampati and Ayyalūr stations, the trailing wheels of the tender and thirteen following vehicles were derailed. The first nine vehicles were thrown down a bank about 6 feet high, and more or less damaged. The permanent-way was broken up for a length of 96 feet. None of the passengers or Company's servants were hurt. No satisfactory conclusion was arrived at as to the cause of this accident.

On the night of the 28th September a gang of dacoits removed three rails from the line at mile 240 between Budalur and Tiruverumbūr stations with the result that the engine and tender, eight carriages, and brake-van of No. 6 mail train were derailed. No passengers or Company's servants were injured. The treasure chest was looted by the dacoits. Fifteen of the gang were subsequently arrested and transported for life.

North Western Railway.

8. On the 16th January a sub-inspector's trolley was run over by No. 2 down mail at Baháwalpur, due to the negligence of the sub-inspector. The trolley was damaged and the sub-inspector and a trollyman were injured.

On the 18th January, at Kila Abdulla, a store van was discovered to be on fire, and the bodies of a stores' clerk and a cooly severely burnt were found in it. The accident was due to a spark from an open fire which had been lighted in the van which was loaded with articles of an inflammable nature.

On the 27th February a light engine of a down goods train running tender foremost from Hasan Abdál to Burhán, collided with a sub-inspector's trolley at mile 205 between those stations. The trolley was smashed, and two trollymen sustained serious injuries, from the effect of which they subsequently died.

On the 27th May the engine and three wagons of an up special goods train were derailed on the bridge at mile 151 near Tandúrí owing to a rail being out of place. Repairs were being carried out, and the permanent-way inspector removed the block before the work was actually completed. The special goods train failed to stop although a fog signal and a red flag were placed 1,500 feet from the bridge. The wagons were completely smashed and the permanent-way seriously damaged.

On the 5th June 23 trucks loaded with cotton and attached to No. 42 down goods train were found on fire between Kotri and Bholári. The fire was caused either through sparks from the engine or spontaneous combustion. The train was run into the latter station, and every endeavour made to extinguish the fire. Two hundred and ninety-three bales were burnt and the rolling-stock seriously damaged.

On the 15th June a permanent-way inspector's trolley was run over by a ballast train at mile 151 near Bábar Kachh. The accident was due to the permanent-way inspector not having taken proper precautions. The train and trolley met at the end of a cutting, which was on a curve, and opened on to a bridge. Three men were killed and one injured.

On the 26th June No. 1 up Calcutta mail train collided with No. 4 down special goods train at Bholári through the driver disregarding signals. The rolling-stock was damaged, and one passenger and four railway servants were injured.

On the 13th November No. 4 down mail collided with the shunting engine at Ráwalpindi through the driver not having his train under proper control, and therefore being unable to pull up when he found the signals against him. The line was blocked, and a diversion had to be laid.

Seven passengers received slight injuries. The driver was prosecuted and sentenced to pay a fine of Rs. 200.

A very serious and fatal collision occurred at about 1-20 A.M. on the 5th December between Okára and Satghara between No. 1 up and 8 down mail trains. The damage to rolling-stock was considerable, and 41 passengers were killed and 28 injured, two of the killed being railway servants. The accident was due to the carelessness of the assistant station master, Satghara, in permitting No. 1 up to come on from Okára while the 'line clear' for 8 down, which had previously been received from Okára, was out of his possession, having been sent to the facing points to be delivered to the driver and guard of the down train. At the moment when he was telegraphing Okára to permit No. 1 up to come on, No. 8 down, which runs through Satghara, passed his station, taking the line clears from the line clear posts. The assistant station master was convicted and sentenced by the District Magistrate, Montgomery, to undergo one month's rigorous imprisonment and to pay a fine of Rs. 100.

On the 25th December No. 63 up goods train entered Wazirabad station against signals and collided with a down stone train already standing there, causing serious damage to rolling-stock. The driver at fault was prosecuted and sentenced to undergo three months' rigorous imprisonment and to pay a fine of Rs. 100.

Oudh and Rohilkhand Railway.

9. On the 7th May the whole of a down mail train, with the exception of the engine and the front brake-van, was derailed between Mihráwán and Kheta Sarai. Two passengers were injured. The accident was caused by the neglect of a permanent-way mate who was in charge of a gang engaged in lifting the road at the place when the accident occurred, and who failed to exhibit the prescribed caution signals to the train. Considerable damage was done to the rolling-stock, and the line was blocked for about 22 hours. The mate absconded immediately after the accident.

Eastern Bengal State Railway System.

10. On the 10th May, at 3-30 A.M., a ballast train ran over a light trolley on which a native permanent-way sub-inspector was travelling between Forbesganj and Debiganj stations on the Assam-Bihar section, resulting in the death of the inspector. The driver of the train was prosecuted and sentenced to six weeks' rigorous imprisonment.

On the 12th May a down mixed train on the Bengal Central railway ran over a bullock cart at a level-crossing near Jessore at about midnight, killing the bullocks, and so severely injuring the cartman that he died shortly after. The gate-keeper was prosecuted for being absent from his post, and was sentenced by the Magistrate to seven days' imprisonment.

On the 22nd November, at about 6 P.M., a light engine returning from the ghát ran into a trolley on which the European station master was travelling. The persons on the trolley did not notice the engine soon enough, and were consequently unable to remove the trolley in time. The station master received severe injuries to his right leg, which had to be amputated. The accident occurred between Rajbári station and the Goalundo ghát on the Eastern section.

On the 16th December a light engine running from Sealdah to Kánchrapára, near Barrackpore station on the Eastern section, ran into a flock of sheep, killing the shepherd and 22 of the sheep. The driver and gate-keeper were both prosecuted by the Civil authorities, but were acquitted.

Burma State Railway.

11. On the 7th September the engine and seven vehicles of 33 up mail-train were derailed at mile 57 $\frac{3}{4}$ on the Irrawaddy section, causing the death of a fireman and much damage to rolling-stock. This accident, like that of the previous year, was due to the line having been tampered with, as the rails were found

to have been lifted and slewed over. In neither case, however, have the culprits been brought to justice.

On the 2nd December the down mail collided with the up mixed at Sagaing station, mile 369, Toungoo-Mandalay extension, owing to the points having been wrongly set. This accident resulted in slight injuries to four passengers and some damage to rolling-stock.

Great Indian Peninsula Railway System.

12. On the 6th April a collision occurred at Kurla, resulting in the death of an European guard. It was caused by the station master on duty allowing a goods train to pass before another goods train had cleared the section in advance.

On the 5th November an accident resulting in great loss of life and injury occurred on the Nágpur branch, 11 miles from Nágpur. It was due to the fracture of a tyre of the leading wheel of the first of two engines drawing a train of 23 vehicles which was travelling at the time at considerable speed. Eighteen persons, including Company's servants, lost their lives, and a number of other passengers sustained more or less serious injuries.

Bombay, Baroda and Central India Railway.

13. There were no accidents of a serious nature except those due directly to the floods of July and August; but of these the two following were of a somewhat remarkable nature:

On the night of 27th July the up mail train due at Bombay on the morning of 28th reached Pánoli station in safety, and duly left for Kim, passing over a single 60 feet girder span at mileage 189 at the south end of Pánoli station yard. On approaching the Vishamba cutting, the driver finding it full of water, and fearing that his fires would get put out if he proceeded, decided to back the train into Pánoli station. The whole of the brakes and carriages passed over the bridge in safety; but directly the weight of the engine came on to it, half of the south abutment, which had been under-scoured, fell forward into the stream. The driver and firemen jumped off and were carried away by the stream, actually passing under the falling bridge. As the train was backing at the time, the coupling between the tender and front brake parted, and the train ran back safely into the station, the engine and tender falling into the bed of the river. The driver had a rib broken, and he and his firemen were some time in the water.

On the 29th July the up mail from Wadhvān after passing Sábli road station, mileage 358, came to culvert No. 105, 4 spans of 20 feet girders. When the engine came on to the culvert nothing actually failed, but the piers sank vertically into the ground. The engine got off the road, and was stopped by the buffer beam coming against the south abutment. The front brake-van was smashed to atoms, and the intermediate carriage next to it had its front compartment broken into and its rear compartment damaged. No lives were lost, but several passengers were more or less injured by splinters of wood.

Madras Railway.

14. On the 13th May, at Pálghat station, the engine of the local train and one wagon were derailed, the rest of the train remaining on the rails. Considerable damage was caused to the permanent-way. The accident was attributed to a slight defect in the points and to the excessive speed at which the train was travelling.

On the 16th November a light engine passed the distant signal while at danger, and collided with the brake-van of a pilot train which was standing at Veyasarpady junction, and on the rear of which the usual lights were not shown. No one was hurt. Considerable damage was done to nine wagons.

Morvi Railway.

15. On the 17th June, at Dagdagia watering station, the carriages of No. 5 down mail train were blown over by a whirlwind. One passenger had his arm bruised, and some carriages were more or less damaged.

Accidents to trains.

16. An abstract of the accidents to trains during 1891 is given below :

STATEMENT No. 41.

Serial No.	Class of accidents.	NUMBER OF ACCIDENTS.						DURING 1891.					
								NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
		Accidents reported to Local Governments under section 83 of the Indian Railways Act, IX of 1890.		Other accidents.		Total.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
		1890.*	1891.	1890.	1891.	1890.	1891.						
1	Collisions between passenger trains or parts of passenger trains	4	6	4	10	8	16	42	52	4	2	46	54
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	14	23	25	35	39	58	...	(a) 12	...	8	...	20
3	Collisions between goods trains or parts of goods trains	7	14	69	95	76	109	...	1	3	24	3	25
4	Collisions between light engines	1	1	15	20	16	21	...	...	...	2	...	2
5	Passenger trains or parts of passenger trains leaving the rails	29	25	36	72	65	97	...	3	1	2	1	5
6	Goods trains or parts of goods trains, engines, &c., leaving the rails	1	25	259	299	260	324	...	...	1	29	1	29
7	Trains or engines travelling in the wrong direction through points	2	4	55	53	57	57	...	...	...	2	...	2
8	Trains running into stations or sidings at too high a speed	1	...	4	5	5	5	...	...	...	...	...	...
9	Trains running over cattle on the line	3	6	1,447	1,831	1,450	1,837	(b) 1	(b) 1	1	...	2	1
10	Trains running over obstructions on the line	3	12	145	181	148	193	(b) 5	(b) 4	6	2	11	6
11	Trains running through gates at level-crossings	2	2	54	59	56	61	(b) 2	(b) 4	1	...	3	4
12	The bursting of boilers of engines	...	...	...	1	...	1	...	...	...	...	...	...
12(A)	The bursting of tubes, &c., of engines	...	...	117	138	117	138	...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines	...	...	345	427	345	427	...	...	...	4	...	4
14	The failure of tyres	...	1	9	12	9	13	12	40	6	...	18	40
15	The failure of wheels	...	...	6	6	6	6	...	...	...	...	...	...
16	The failure of axles	...	3	65	59	65	62	...	...	...	1	...	1
17	The failure of brake apparatus	...	...	6	3	6	3	...	...	...	...	...	...
18	The failure of couplings	1	2	204	180	205	182	...	5	...	2	...	7
19	The failure of tunnels, bridges, viaducts, culverts, &c.	...	...	4	5	4	5	...	...	...	...	...	...
20	Broken rails	...	...	50	50	50	50	...	...	...	...	...	...
21	The flooding of portions of permanent-way	39	16	69	38	108	54	...	5	...	1	...	6
22	Slips in cuttings or embankments	7	8	51	74	58	82	...	1	...	2	...	3
23	Fire in trains	...	5	181	163	181	168	1	1	2	...	3	1
24	Fire at stations, or involving injury to bridges or viaducts	1	3	50	69	51	72	(b) 1	(b) 1	...	3	1	4
25	Other accidents	...	10	201	247	201	257	1	(a) 17	2	10	3	27
	TOTAL	115	166	3,471	4,132	3,586	4,293	(c) 65	(d) 147	27	94	92	241

The mean mileage open, train-mileage run, and number of passengers in millions, excluding the West of India Portuguese railway, were 16,986³/₄, 60,664,240, and 122³/₅ respectively against 16,177, 52,307,765, and 113⁴/₅ respectively during 1890.

The number of train accidents per 1,000 train-miles was 0·07. Fifty-six passengers were killed. Out of the 122³/₅ millions of passengers travelling, 135 passengers were injured, or an average of one per nine hundred thousand. The total number of passengers killed and injured, viz. 191, gives an average of 27 millions of miles travelled for each casualty.

* The figures shown in this column are for the six months ending the 31st December 1890.
(a) Of these, one was not a passenger.
(b) Not passengers.
(c) Of these, 9 were not passengers.
(d) Of these, 12 were not passengers.

APPENDICES.

	PAGES.
(A) ADDITIONS TO OPEN MILEAGE FROM THE 1ST APRIL 1891 TO THE 31ST MARCH 1892	ii and iii.
(B) EXTENSIONS OF LINE SANCTIONED FROM THE 1ST APRIL 1891 TO THE 31ST MARCH 1892.	iv and v.
(C) CLASSIFICATION OF LINES AND THE LENGTHS OF LINES SANCTIONED AND OPEN FOR TRAFFIC ON THE 31ST MARCH 1892	vi to xii.
(D) PROGRESS MADE IN THE OPENING OF RAILWAYS YEAR BY YEAR FROM THE COMMENCEMENT	xiv to xxiii.
(E) LENGTH OF RAILWAYS OPEN FOR TRAFFIC AT THE END OF EACH YEAR FROM THE COMMENCEMENT	xxiv to xxxi.
(F) TOTAL APPROXIMATE EARNINGS FROM THE 1ST JANUARY TO THE 31ST MARCH 1892 AS COMPARED WITH THE ACTUALS OF THE CORRESPONDING PERIODS OF 1890 AND 1891	xxxii and xxxiii.
(G) PRINCIPAL COMMODITIES CARRIED AND THE RECEIPTS THEREFROM DURING THE YEAR 1891 AS COMPARED WITH THE PREVIOUS YEAR	xxxiv to xlv.
(H) REVISED RATES FOR THE CARRIAGE OF COAL FOR THE GENERAL PUBLIC AND OF RAILWAY MATERIALS AND STORES, INCLUDING COAL, WHETHER FOR STATE OR OTHER RAILWAYS	xlvi to l.
(J) SCHEDULE OF MAXIMUM AND MINIMUM FARES AND RATES FOR COACHING AND GOODS TRAFFIC	li to liii

INDEX.

INDEX OF CONTENTS	liv to lxxvi.
-----------------------------	---------------

Additions to open mileage from the 1st April 1891 to the 31st March 1892.

Serial No.	RAILWAY AND SECTION.	Length in miles.	Date of opening.	REMARKS.
	State lines worked by companies. Metre gauge.			
X	Bengal and North Western— Tirhoot section— RIGA TO DHANG	9	1st July 1891 . 2nd November 1891	Goods traffic. Passenger traffic.
	DHANG TO BAIKAGNIA	3½	1st March 1892 . 15th March 1892	Goods traffic. Passenger traffic.
	Company's section— CHUPRA TO REVELGANJ GHÂT	7	15th April 1891 . 15th May 1891	Goods traffic. Passenger traffic.
	GONDA TO COLONELGANJ	17½	29th October 1891 . 1st February 1892	Goods traffic. Passenger traffic.
	COLONELGANJ TO GOGRA GHÂT	14	1st February 1892 .	Passenger and goods traffic.
XI	Rohilkhand-Kumaun (Lucknow-Bareilly section)— GOLA GOKARAN NÂTH TO PILIBHIT	†58	1st April 1891 .	Passenger and goods traffic.
XIV	Southern Mahratta (Mysore section)— MYSORE TO NANJANGÚD	15	1st December 1891	Passenger and goods traffic.
XV	South Indian— PÁKALA TO VÁYALPÁD	47½	1st January 1892 .	Passenger and goods traffic.
	VÁYALPÁD TO DHARMAVARAM	94½	{ 1st March 1892 . 20th March 1892.	Goods traffic. Passenger traffic.
	DHARMAVARAM TO GUNTAKAL	62¾	1st March 1892 .	Goods traffic.
	TOTAL	328¾		
	State lines worked by the State. Standard gauge.			
XIX	North Western— KILA ABDULLA TO CHAMAN	29½	1st January 1892 .	Passenger and goods traffic.
	KUNDIÂN TO MIÁNWÁLI	9	} 15th March 1892 .	Passenger and goods traffic.
	MIÁNWÁLI TO MÁRI	27		
	TOTAL	65½		
	Metre gauge.			
	Toungoo-Mandalay— MANDALAY TO MANDALAY SHORE	2½	Open	Formerly a siding; now treated as part of open line.
XXXI	Mu Valley— MYOHOUNG TO AMARAPURA SHORE (OPPOSITE SAGAING).	6	22nd November 1891 22nd February 1892	Goods traffic. Passenger traffic.
	SAGAING TO SHWEBO	53½	1st July 1891 .	Passenger and goods traffic.
	TOTAL	62		

* See also Appendix C.

† Of this length the section from Mailáni to Pilibhit, 42 miles, was temporarily closed to traffic on 5th July 1891 and reopened on 25th October 1891.

Additions to open mileage from the 1st April 1891 to the 31st March 1892—concl'd.

Serial No.	RAILWAY AND SECTION.	Length in miles. *	Date of opening.	REMARKS.
	Lines owned by native states and worked by companies. Metre gauge.			
LII	The Gaekwar's Mehsána—			
	MEHSÁNA TO PÁTAN	24½	20th July 1891 .	Passenger and goods traffic.
LIII	Kolhápúr—			
	KOLHÁPUR TO MIRAJ	29½	21st April 1891 .	Passenger and goods traffic.
	TOTAL .	54		
	Lines owned and worked by native states. Metre gauge.			
LIX	Jodhpore-Bickaneer—			
	JODHPORE TO MERTA ROAD . .	64½	8th April 1891 .	Passenger and goods traffic.
	MERTA ROAD TO NÁGAORE . . .	35	16th October 1891 .	Passenger and goods traffic.
	NÁGAORE TO BICKANEER	68½	9th December 1891	Passenger and goods traffic.
	TOTAL .	167½		
	Summary.			
	STANDARD GAUGE	65½		
	METRE GAUGE	612½		
	SPECIAL GAUGES	Nil		
	Grand total .	677½		
	Steam tramways.			
	Powayan—			
	POWAYAN TO KHOTAR	14	18th May 1891.	
	TOTAL .	14		

* See also Appendix C.

Extensions of line sanctioned from the 1st April 1891 to the 31st March 1892.

Serial No.	RAILWAY AND SECTION.	Length in miles. *	Date of sanction.	REMARKS.
	State lines worked by companies. Standard gauge.			
I	East Indian— BARÁKAR TO KHOODEEAH (INCLUDING BRANCH TO CHANCH)	39	9th March 1892.	
III	Bengal-Nágpur— JHARSUGUDA TO SAMBALPUR	29	1st August 1891.	
	TOTAL	68		
	Metre gauge.			
X	Bengal and North Western— Tirhoot section— DHANG TO BAIRAGNIA	(a) 3½	23rd October 1891	(a) Fair weather line.
XV	South Indian— HINDUPUR TO MYSORE FRONTIER	7¾	26th May 1891.	
XVI	Assam-Bengal— CHITTAGONG TO MAKUM WITH BRANCHES	(b) 742¼	28th May 1891	(b) Commencement of work has been sanctioned on the Gauhati-Dimapur section only, 154 miles.
XVII	Máyavaram-Mutupet— MÁYAVARAM TO TIRUVALLÚR	24¾	10th August 1891.	
XVIII	Pálanpur-Deesa— PÁLANPUR TO DEESA	17¼	22nd March 1892.	
	TOTAL	795½		
	State lines worked by the State. Standard gauge.			
XIX	North Western— FEROZEPUR CITY TO HUSSAINWALA	2	29th October 1891.	
XXI	Oudh and Rohilkhand— LUCKNOW <i>via</i> RAE BARELI TO JAUNPUR	(c) 152	5th August 1891	(c) Commencement of work has been sanctioned on the Lucknow-Rae Bareli section only, 49 miles.
	BAREILLY TO MORÁDABAD	54¾	4th December 1891.	
XXV	Mushkaf-Bolán— BOLÁN JUNCTION TO NARI BANK	4	30th October 1891.	
	NARI BANK TO KOLPUR	56¾		
	KOLPUR TO QUETTA	25		
XXVI	Mári-Attock— MÁRI TO ROUMIA NEAR ATTOCK	104	5th August 1891.	
	TOTAL	398½		
	Metre gauge.			
XXIX	Eastern Bengal— BARSOI TO KISSENGUNGE	36	12th June 1891.	
	Toungoo-Mandalay— MANDALAY TO MANDALAY SHORE	(d) 2½	...	(d) Formerly a siding; now sanctioned for opening to public traffic.
	MEIKTELA ROAD TO MEIKTELA TOWN	12½	6th January 1892.	
XXXI	Mú Valley— GYODOUNG TO MOGOUNG	131¾	30th December 1891.	
	TOTAL	182¾		
	Carried over	1,444¾		

* See also Appendix C.

APPENDIX B—concl'd.

V

Extensions of line sanctioned from the 1st April 1891 to the 31st March 1892—concl'd.

Serial No.	RAILWAY AND SECTION.	Length in miles.	Date of sanction.	REMARKS.
	Brought forward . . .	1,444 $\frac{3}{4}$		
	Assisted companies.			
	Metre gauge.			
XLIII	Bengal Dooars—			
	EAST BANK OF TEESTA OPPOSITE JAL-PAIGURI TO MAL BAZAR . . .	39	19th May 1891.	
	TOTAL . . .	39		
	Lines owned by native states and worked by state railway agency.			
	Special gauge (2' 6").			
LVII	Cooch Behar—			
	GITALDA TO Torsa RIVER . . .	24 $\frac{1}{2}$	28th September 1891.	
	TOTAL . . .	24 $\frac{1}{2}$		
	Lines owned and worked by native states.			
	Standard gauge.			
LVIII	Bina-Guna—			
	BINA TO GUNA	72 $\frac{1}{4}$	2nd March 1892.	
	TOTAL . . .	72 $\frac{1}{4}$		
	Metre gauge.			
LIX	Jodhpore-Bickaneer—			
	MERTA ROAD TO KUCHAMAN ROAD . . .	70 $\frac{1}{2}$	27th July 1891.	
LX	Bhāvnagar-Gondal-Junāgarh-Porbandar—			
	JETALSAR TO RÁJKOT.	46	23rd February 1892.	
	TOTAL . . .	116 $\frac{1}{2}$		
	Summary.			
	STANDARD GAUGE	538 $\frac{3}{4}$		
	METRE GAUGE	1,133 $\frac{3}{4}$		
	SPECIAL GAUGES	24 $\frac{1}{2}$		
	Grand total . . .	1,697		
	Steam tramways.			
	TÁRAKESHWAR TO MUGRA	30 $\frac{1}{2}$	18th December 1891.	
	BARSI ROAD STATION ON THE GREAT INDIAN PENINSULA RAILWAY TO BARSI TOWN	21 $\frac{3}{4}$	24th December 1891.	
	TOTAL	52		

* See also Appendix C.

Statement showing the classification of lines and the lengths of

Serial No.	RAILWAY.	Name of working agency.	Date of first opening for traffic.	Length of line sanctioned at the end of 1890-91.
	State lines worked by companies. Standard gauge.			Miles.
I	EAST INDIAN	East Indian Railway Company	15th Aug. 1854 .	1,525½
II	PATNA-GYA	East Indian Railway Company	21st April 1879 .	57½
III	BENGAL-NÁGPUR	Bengal-Nágpur Railway Company.	6th April 1880 .	833
IV	INDIAN MIDLAND	Indian Midland Railway Company.	1st April 1886 .	677½
V	BHOPAL-ITÁRSI (BRITISH SECTION)	Indian Midland Railway Company.	1st June 1882 .	13
VI	WARDHA COAL	Great Indian Peninsula Railway Company.	1st Feb. 1874 .	46½
VII	DHOND-MANMÁD	Great Indian Peninsula Railway Company.	15th Mar. 1878 .	145½
VIII	BEZVÁDA EXTENSION	Nizam's Guaranteed State Railways Company.	10th Feb. 1889 .	21½
IX	GODHRA-RUTLAM	Bombay, Baroda and Central India Railway Company.	...	113
	Metre gauge.			
X	BENGAL AND NORTH WESTERN (a)—			
	TIRHOOT SECTION	Bengal and North Western Railway Company.	1st Nov. 1875 .	338½
	COMPANY'S SECTION		2nd April 1884 .	414
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION) .	Rohilkhand-Kumaun Railway Company.	12th Oct. 1884 .	221½
XII	RAJPUTANA-MALWA	Bombay, Baroda and Central India Railway Company.	14th Feb. 1873 .	1,671½
XIII	SOUTHERN MAHRATTA	Southern Mahratta Railway Company.	24th Mar. 1884 .	1,043½
XIV	SOUTHERN MAHRATTA (MYSORE SECTION)	Southern Mahratta Railway Company.	1st Feb. 1881 .	365½
XV	SOUTH INDIAN	South Indian Railway Company.	15th July 1861 .	1,147½
XVI	ASSAM-BENGAL	Assam-Bengal Railway Company.	...	...
XVII	MÁYAVARAM-MUTUPET	South Indian Railway Company.	...	29
XVIII	PALÁNPUR-DEESA	Bombay, Baroda and Central India Railway Company.	...	...
	TOTAL . . . . .	.....	...	8,663½
	State lines worked by the State. Standard gauge.			
XIX	NORTH WESTERN . . . . .	.....	13th May 1861 .	(b) 2,419½
XX	AMRITSAR-PATHÁNKOT	North Western railway ...	1st Jan. 1884 .	64½
	JAMMU AND KASHMIR (BRITISH SECTION)	North Western railway ...	15th Mar. 1890 .	8½
XXI	ODUH AND ROHILKHAND . . . . .	.....	23rd April 1867 .	739½
XXII	EASTERN BENGAL . . . . .	.....	2nd Jan. 1862 .	249½
XXIII	BENGAL CENTRAL (c)	Eastern Bengal State railway	16th Oct. 1882 .	125
XXIV	CALCUTTA PORT COMMISSIONERS'	Port Trust, Calcutta ...	Information not received.	
	SIND-PISHIN (CHAMAN EXTENSION)	North Western railway ...	1st Jan. 1892 .	32
XXV	MUSHKAF-BOLÁN	North Western railway ...	...	...
	Carried over . . . . .	.....	...	3,638½

lines sanctioned and open for traffic on the 31st March 1892.

Total length open on the 31st March 1891.	Length sanctioned during the year 1891-92. (From Appendix B.)	Length of line sanctioned at the end of 1891-92.	Length opened during 1891-92. (From Appendix A.)	Total length open on the 31st March 1892.	Length laid with two or more tracks.	Length remaining to be finished.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,525½	39	1,564½	...	1,525½	474½	39	I	
57½	...	57½	...	57½	...	...	II	
833	29	860½	...	831½	...	29	III	
677½	...	677½	...	677½	...	...	IV	
13	...	13	...	13	...	...	V	
46½	...	45	...	45	...	...	VI	
145½	...	145½	...	145½	...	...	VII	
21½	...	21½	...	21½	...	...	VIII	
...	...	113	...	...	...	113	IX	Under construction.
328½	3½	340½	12½	340½	...	...	X	(a) Although for convenience classed amongst State railways, the Company's section of this line is the property of the Bengal and North Western Railway Company.
376	...	415	38½	415	...	...		
140½	...	224½	58	198½	...	26	XI	
1,671¾	...	1,674	...	1,674	1¼	...	XII	
1,043¾	...	1,043¾	...	1,043¾	...	...	XIII	
296	...	365	15	311	...	54	XIV	
901	7¾	1,161½	204½	1,105½	...	56	XV	
...	742½	742½	...	...	...	742½	XVI	Under construction.
...	24½	53¾	...	...	...	53¾	XVII	Under construction.
...	17½	17½	...	...	...	17½	XVIII	
8,077	863½	9,535	328¾	8,404¾	475½	1,130¼		
2,392½	{ (c)—97½ }	2,360½	65½	2,353½	41½	2	XIX	(b) Includes 27 miles formerly shown under Mianwali-Mari railway.
64¾		66½	...	66½	...	...	XX	(c) Part of old Quetta loop which is being reconstructed on a new alignment.
8½	Now included	with the	North West	ern railway	...	...		
692½	206¾	(d) 899½	...	692½	...	206¾	XXI	(d) Excludes 47 miles in abeyance.
249½	...	248½	...	249½	29½	...	XXII	
125	...	125	...	125	...	...	XXIII	(e) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.
...	...	...	...	...	...	...	XXIV	
...	Now included	with the	North West	ern railway	...	...		
...	85¾	85¾	...	...	...	85¾	XXV	
3,532½	197½	3,785½	65½	3,491	70½	294½		

Statement showing the classification of lines and the lengths of lines

Serial No.	RAILWAY.	Name of working agency.	Date of first opening for traffic.	Length of line sanctioned at the end of 1890-91.
	State lines worked by the State—conold. Brought forward . . . . .	.....	...	Miles. 3,638½
	Standard gauge.			
XXVI	MÁRI-ATTOCK	North Western railway ...	...	...
XXVII	HYDERABAD-UMARKOT	North Western railway ...	...	77½
XXVIII	EAST COAST . . . . .	.....	...	504½
	Metre gauge.			
XXIX	EASTERN BENGAL— NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARLLA (2' 6" GAUGE) BRANCH. DACCA SECTION . . . . .	..... .....	28th Aug. 1874 . 4th Jan. 1885 .	443¼ 86
XXX	BURMA TOUNGGO-MANDALAY	 Burma State railway ...	2nd May 1877 . 11th July 1888 .	336 220
XXXI	MU VALLEY	Burma State railway ...	...	183½
	Special gauges.			
XXXII	NALHÁTI (4' 0") . . . . .	.....	21st Dec. 1863 .	27½
XXXIII	CHEERBA-COMPANYGANJ (2' 6") . . . . .	.....	16th June 1886 .	7½
XXXIV	JORHÁT (2' 0") . . . . .	.....	15th Dec. 1884 .	28½
	TOTAL . . .	.....	...	5,552½
	Lines worked by guaranteed companies.			
	Standard gauge.			
XXXV	GREAT INDIAN PENINSULA . . . . .	.....	18th April 1853 .	1,288¼
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	.....	10th Feb. 1860 .	461
XXXVII	MADRAS . . . . .	.....	1st July 1856 .	839¼
	TOTAL . . .	.....	...	2,588½
	Assisted companies.			
	Standard gauge.			
XXXVIII	DELHI-UMBALLA-KALKA	East Indian Railway Company	1st Mar. 1891 .	162
XXXIX	TÁRAKESHWAR	East Indian Railway Company	1st Jan. 1885 .	22¼
	Metre gauge.			
XL	DEOGHUR . . . . .	.....	23rd Dec. 1882 .	4¼
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION) . . . . .	.....	12th Oct. 1884 .	55
XLII	DIBRU-SADIYA	Assam Railway and Trading Company.	October 1882 .	78
XLIII	BENGAL DOOARS . . . . .	.....	...	...
XLIV	NÍLGIRI . . . . .	.....	...	42
	Special gauges.			
XLV	DARJEELING-HIMALAYAN (2' 0") . . . . .	.....	23rd Aug. 1880 .	51
XLVI	THATÔN-DUYINZÁIK (2' 6")	G. E. L. Dawson, Esq. ...	11th Feb. 1885 .	8
	TOTAL . . .	.....	...	423

sanctioned and open for traffic on the 31st March 1892—contd.

Total length open on the 31st March 1891.	Length sanctioned during the year 1891-92. (From Appendix B.)	Length of line sanctioned at the end of 1891-92.	Length opened during 1891-92. (From Appendix A.)	Total length open on the 31st March 1892.	Length laid with two or more tracks.	Length remaining to be finished.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
3,532½	197½	3,785½	65½	3,491	70½	294½		
...	104	104	...	...	...	104	XXVI	Under construction.
...	...	77½	...	...	...	77½	XXVII	Under construction.
...	...	516	...	...	...	516	XXVIII	Under construction.
442½	36	478½	...	442½	...	36	XXIX	
86	...	86	...	86	...	...		
336	15	571	2½	558½	9	12½	XXX	
220	Now included	with the Burma State railway			...	...		
...	131½	314½	59½	59½	...	255	XXXI	
27½	...	27½	...	27½	...	...	XXXII	
7½	...	8	...	8	...	...	XXXIII	
28½	...	28½	...	28½	...	...	XXXIV	
4,680	(a) 484	5,996½	127½	4,701	79½	1,295½		(a) Less 97½ miles of the old Quetta loop which is being reconstructed on a new alignment.
1,288½	...	1,288½	...	1,288½	459	...	XXXV	
461	...	460½	...	460½	60	...	XXXVI	
839½	...	839½	...	839½	42½	...	XXXVII	
2,588½	...	2,588½	...	2,588½	561½	...		
162	...	162½	...	162½	...	...	XXXVIII I	
22½	...	22½	...	22½	...	...	XXXIX	
4½	...	4½	...	4½	...	...	XL	
55	...	54	...	54	...	...	XLI	
78	...	77½	...	77½	...	...	XLII	
...	39	39	...	...	...	39	XLIII	Under construction.
...	...	(b) 16½	...	...	...	16½	XLIV	Under construction. (b) Correction of mileage.
51	...	51	...	51	...	...	XLV	
8	...	8	...	8	...	...	XLVI	
381	39	435½	...	379½	...	55½		

Statement showing the classification of lines and the lengths of lines

Serial No.	RAILWAY.	Name of working agency.	Date of first opening for traffic.	Length of line sanctioned at the end of 1890-91.
	Lines owned by native states and worked by companies.			Miles.
	<i>Standard gauge.</i>			
XLVII	KHÁMGAON	Great Indian Peninsula Railway Company.	4th Mar. 1870 . .	7½
XLVIII	AMBÁOTI	Great Indian Peninsula Railway Company.	16th Feb. 1871 . .	5½
XLIX	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	Indian Midland Railway Company.	18th Nov. 1884 . .	44
L	THE NIZAM'S GUARANTEED STATE	Nizam's Guaranteed State Railways Company.	9th Oct. 1874 . .	489½
LI	THE GAEKWAR'S PETLÁD	Bombay, Baroda and Central India Railway Company.	5th May 1890 . .	13½
	<i>Metre gauge.</i>			
LII	THE GAEKWAR'S MEHSÁNA	Bombay, Baroda and Central India Railway Company.	21st Mar. 1887 . .	92½
LIII	KOLHÁPUR	Southern Mahratta Railway Company.	21st April 1891 . .	28½
	<i>Special gauges.</i>			
LIV	THE GAEKWAR'S DABHOI (2' 6")	Bombay, Baroda and Central India Railway Company.	8th April 1873 . .	71½
	TOTAL . . . . .	.....	...	752½
	Lines owned by native states and worked by state railway agency.			
	<i>Standard gauge.</i>			
LV	RÁJPURA-BHÁTINDA	North Western railway . .	1st Nov. 1884 . .	108
LVI	JAMMU AND KASHMIR (NATIVE STATE SECTION)	North Western railway . .	15th Mar. 1890 . .	16
	<i>Special gauges.</i>			
LVII	COOCH BEHAR (2' 6")	Eastern Bengal State railway	...	...
	TOTAL . . . . .	.....	...	124
	Lines owned and worked by native states.			
	<i>Standard gauge.</i>			
LVIII	BÍNA GUNA	Gwalior Darbar	...	...
	<i>Metre gauge.</i>			
	JODHPORE	Jodhpore Darbar	4th June 1882 . .	124
LIX	JODHPORE-BICKANEER		8th April 1891 . .	169
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	Representative Committee of proprietary States.	20th Dec. 1880 . .	329½
	<i>Special gauges.</i>			
LXI	MORVI (2' 6")	Morvi State	11th Mar. 1886 . .	94
	TOTAL . . . . .	.....	...	716½
	Foreign lines.			
	<i>Metre gauge.</i>			
LXII	WEST OF INDIA PORTUGUESE . . . . .	.....	17th Jan. 1887 . .	51
LXIII	PONDICHERRY	South Indian Railway Company.	16th Dec. 1879 . .	7½
	TOTAL . . . . .	.....	...	58½
	Total of all railways . . . . .	.....	...	18,879
	Steam tramways outside municipal limits.			
	TÁRAKESHWAR-MUGRA (2' 6" gauge)	Bengal Provincial Railway Company.	...	...
	POWAYAN (2' 6" gauge)	Powayan Steam Tramway Company.	17th June 1890 . .	31
	DANDOT COLLIERY (2' 0" gauge)	North Western railway . .	1st June 1889 . .	2
	NÁSÍK (2' 6" gauge)	Indian Railways Feeder Lines Company.	5th March 1891 . .	4½
	BÁRSI (2' 6" gauge)	Messrs. T. S. Alston, N. W. Wadia, and others.	...	...
	TOTAL STEAM TRAMWAYS . . . . .	.....	...	37½

sanctioned and open for traffic on the 31st March 1892—contd.

Total length open on the 31st March 1891.	Length sanctioned during the year 1891-92. (From Appendix B.)	Length of line sanctioned at the end of 1891-92.	Length opened during 1891-92. (From Appendix A.)	Total length opened on the 31st March 1892.	Length laid with two or more tracks.	Length remaining to be finished.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
7½	...	7½	...	7½	...	...	XLVII	
5½	...	5½	...	5½	...	...	XLVIII	
44	...	44	...	44	...	...	XLIX	
329½	...	329½	...	329½	...	...	L	
13½	...	13½	...	13½	...	...	LI	
68½	...	92½	24½	92½	...	...	LII	
...	...	29½	29½	29½	...	...	LIII	
71½	...	71½	...	71½	...	...	LIV	
539½	...	(a) 593½	54	593½	...	...	...	(a) Excludes 160 miles in abeyance.
108	...	108	...	108	...	...	LV	
16	...	16	...	16	...	...	LVI	
...	24½	24½	...	...	...	24½	LVII	Under construction.
124	24½	148½	...	124	...	24½	°	
...	72½	72½	...	...	...	72½	LVIII	
124	Now included with Jodhpore-Bikaner railway					...		
...	70½	361½	167½	291	...	70½	LIX	
329½	46	375½	...	329½	...	46	LX	
94	...	94	...	94	...	...	LXI	
547½	188½	903	167½	714½	...	188½		
51	...	51	...	51	...	...	LXII	
7½	...	7½	...	7½	...	...	LXIII	
58½	...	58½	...	58½	...	...		
16,996	(b) 1,599½	20,258½	677½	17,564	1,116½	2,694½	...	(b) See note against (c) on page vii.
...	30½	30½	...	...	...	30½		
17	...	31	14	31	...	...		
2	...	2	...	2	...	...		
4½	...	4½	...	4½	...	...		
...	21½	21½	...	...	...	21½		
23½	52	89½	14	37½	...	52		

Statement showing classification of lines and lengths of lines sanctioned and open for traffic on the 31st March 1892—concl'd.

SUMMARY OF TOTALS.	Length of line sanctioned at the end of 1890-91.	Total length open on the 31st March 1891.	Length sanctioned during the year 1891-92. (From Appendix B.)	Length of line sanctioned at the end of 1891-92.	Length opened during 1891-92 (From Appendix A.)	Total length open on the 31st March 1892.	Length laid with two or more tracks.	Length remaining to be finished.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by companies—								
Standard gauge ...	3,432½	3,319½	68	3,497½	...	3,316½	474½	181
Metre gauge ...	5,230½	4,757½	795½	6,037½	328½	5,088½	1½	949½
TOTAL	8,663½	8,077	863½	9,535	328½	8,404½	475½	1,130½
State lines worked by the State—								
Standard gauge ...	4,220½	3,532½	301½	4,483	65½	3,491	70½	992
Metre gauge ...	1,268½	1,084½	182½	1,449½	62	1,146½	9	303½
Special gauges ...	63½	63½	...	63½	...	63½	...	...
TOTAL	5,552½	4,680	484	5,996½	127½	4,701	79½	1,295½
Lines worked by guaranteed companies—								
Standard gauge ...	2,588½	2,588½	...	2,588½	...	2,588½	561½	...
Assisted Companies—								
Standard gauge ...	184½	184½	...	184½	...	184½	...	...
Metre gauge ...	179½	137½	39	191½	...	136½	...	55½
Special gauges ...	59	59	...	59	...	59	...	...
TOTAL	423	381	39	435½	...	379½	...	55½
Lines owned by native states and worked by companies—								
Standard gauge ...	559½	399½	...	399½	...	399½	...	...
Metre gauge ...	121½	68½	...	122	54	122	...	...
Special gauges ...	71½	71½	...	71½	...	71½	...	...
TOTAL	752½	539½	...	593½	54	593½	...	...
Lines owned by native states and worked by state railway agency—								
Standard gauge ...	124	124	24½	124	...	124	...	24½
Special gauges ...	...	...	...	...	...	...	...	...
TOTAL	124	124	24½	148½	...	124	...	24½
Lines owned and worked by native states—								
Standard gauge ...	...	...	72½	72½	...	...	...	72½
Metre gauge ...	622½	453½	116½	736½	167½	620½	...	110½
Special gauges ...	94	94	...	94	...	94	...	...
TOTAL	716½	547½	188½	903	167½	714½	...	188½
Foreign lines—								
Metre gauge ...	58½	58½	...	58½	...	58½	...	...
General summary.								
Standard gauge ...	11,109½	10,148½	441½	11,349	65½	10,103½	1,106½	1,245½
Metre gauge ...	7,481½	6,559½	1,133½	8,596½	612½	7,171½	10½	1,424½
Special gauges ...	288	288	24½	313	...	288½	...	24½
TOTAL OF ALL RAILWAYS	18,879	16,996	*1,599½	(a)20,258½	677½	17,564	1,116½	2,694½
Steam tramways	37½	23½	52	89½	14	37½	...	52

* Less 97½ miles of the old Quetta loop which is being reconstructed on a new alignment.

(a) Length sanctioned at the end of 1890-91	...	...	...	Miles.	Miles.
					18,879
Add—					
Mileage sanctioned during 1891-92, less 97½ miles of the old Quetta loop now being reconstructed on a new alignment	...	...	...	1,599½	
East Coast railway—Difference due to realignment	...	...	...	11½	
Difference due to minor corrections of mileage	...	...	...	¾	
					1,612
Deduct—				TOTAL	...
Oudh and Rohilkhand railway—Ramnagar to Moradabad in abeyance	...	...	...	47	20,491
Nizam's Guaranteed State railway—Warangal to frontier near Chanda in abeyance	...	...	...	160	
Nilgiri railway—Coonoor to Ootacamund, not included in present sanction ..	...	...	...	25½	
					232½
Net total length sanctioned at the end of 1891-92	...	...	...		20,258½
Net total length sanctioned at the end of 1890-91	...	...	...		18,879
Increase of mileage sanctioned on the 31st of March 1892	...	...	...		1,379½

APPENDIX D.

*Progress made in the opening of railways year by year from the
commencement.*

Progress made in the opening of railways

Serial No.	RAILWAY.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.									
	Standard gauge.									
I	EAST INDIAN	This was a guaranteed line up to 31st December 1879, when it was acquired by the State and transferred to "State lines worked by companies."								
	DILDARNAGAR-GHÁZIPUR	...	...	...	...	...	...	...	12	...
III	BENGAL-NÁGPUR	...	...	...	...	...	...	...	...	...
IV	INDIAN MIDLAND.	...	...	...	...	...	...	...	...	...
	SINDIA	...	...	...	...	...	...	32½	...	8½
V	BHOPAL-ITÁRSI (BRITISH SECTION)	...	...	...	...	...	...	...	...	...
	AMRITSAR-PATHÁNKOT	...	...	...	...	...	...	...	...	...
	RUPAR-NÁLAGARH	...	...	...	...	...	...	...	...	...
VIII	BEZVÁDA EXTENSION	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	32½	12	8½
	Metre gauge.									
X	BENGAL AND NORTH WESTERN--									
	TIRHOOT SECTION	...	...	...	...	...	...	...	...	...
	COMPANY'S SECTION	...	...	...	...	...	...	...	...	...
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION). (b)	...	...	...	...	...	...	...	...	...
	BAREILLY-PILIBHIT	...	...	...	...	...	...	...	...	...
	LUCKNOW-SITAPUR-SERAMAU	...	...	...	...	...	...	...	...	...
XII	RAJPUTANA-MALWA	...	...	...	...	...	...	...	...	...
XIII	SOUTHERN MAHRATTA	...	...	...	...	...	...	...	...	...
XIV	SOUTHERN MAHRATTA (MYSORE SECTION)	...	...	...	...	...	...	...	...	...
XV	SOUTH INDIAN	...	...	...	...	...	...	...	...	...
	VILLUPURAM-GUNTAKAL	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...

(a) This length originally formed the Nágpur-Chhattisgarh section laid on the metre gauge, but on 27th November 1888 the whole length was converted to broad gauge, and 3½ miles from Dowháli to Tumsar abandoned.

(b) Including the Bareilly-Pilibhit section only up to 1st January 1891, during which time the open length of the Lucknow-Pilibhit section was worked by the Oudh and Rohilkhand railway.

year by year from the commencement.

1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
										State lines worked by companies.	
										Standard gauge.	
2½	2½	...	5½	5	...	...	...	...	...	EAST INDIAN	I
...	...	...	...	...	...	Incorporated with the East Indian railway on 1st January 1889.	...	...	...	DILDÁRNAGAR-GHÁZIPUR.	
...	...	...	...	...	(a) 149	105½	210	331½	...	BENGAL-NÁGPUR	III
...	...	...	...	42	94½	303½	162½	...	...	INDIAN MIDLAND	IV
...	...	...	...	...	...	Incorporated with the Indian Midland railway on 1st March 1892.	...	...	...	SINDIA.	
11½	...	1½	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (BRITISH SECTION)	V
...	51	14	...	...	...	...	...	...	...	AMRITSAR-PATHÁNKOT.	
...	48	...	...	...	...	...	...	...	...	RUPAR NÁLAGARH.	
...	...	...	...	...	...	21½	...	...	...	BEZVÁDA EXTENSION	VIII
14	101½	15½	5½	47	243½	430½	372½	331½	...	TOTAL.	
										Metre gauge.	
										BENGAL AND NORTH WESTERN	X
...	...	...	...	...	...	...	...	55½	12½	TIRHOOT SECTION.	
...	...	...	...	...	...	...	...	...	38½	COMPANY'S SECTION.	
...	...	...	...	...	...	...	...	...	58	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION). (b).	XI
...	...	36	...	...	...	...	...	...	...	BAREILLY-PILIBHIT.	
...	...	...	...	55½	49½	...	...	...	...	LUCKNOW-SITAPUR-SERAMAU.	
...	...	153½	...	...	...	...	7½	...	...	RAJPUTANA-MÁLWA	XII
...	...	...	101½	282½	255½	1½	123½	66	...	SOUTHERN MAHRATTA	XIII
...	...	...	...	...	...	79½	77	...	15	SOUTHERN MAHRATTA (MYSORE SECTION).	XIV
...	...	...	...	...	...	...	...	163½	204½	SOUTH INDIAN	XV
...	...	...	...	...	82½	...	...	(c)	(c)	VILLUPURAM-GUNTAKAL.	
...	...	189½	101½	337½	388	81	207½	284½	328½	TOTAL.	

(c) Incorporated with the South Indian railway.

Progress made in the opening of railways

Serial No.	RAILWAY.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by the State.									
	Standard gauge.									
	PATNA-GYA	...	...	...	...	...	...	57½	...	...
	KATNI-UMARIA	...	...	...	...	...	...	...	...	...
	SINDIA	...	...	...	...	...	3½	...	...	...
	WARDHA COAL	...	18½	...	...	28	...	...	...	...
	DHOND-MANMÁD	...	...	...	...	...	145½	...	...	Transfer
XIX	NORTH WESTERN	...	...	...	...	...	...	...	...	...
	INDUS VALLEY	...	...	...	...	...	501	...	...	...
	PUNJAB NORTHERN	...	...	62	41½	...	...	...	124½	135
	SIND-PISHIN	...	...	...	...	...	...	...	152	...
	JAMMU AND KASHMIR (BRITISH SECTION)	...	...	...	...	...	...	...	...	...
XXII	EASTERN BENGAL	...	...	...	...	...	...	...	...	...
	CALCUTTA AND SOUTH-EASTERN	...	...	...	...	...	...	...	...	...
XXIV	CALCUTTA PORT COMMISSIONERS'	Information not received.								
	TOTAL	...	18½	62	41½	28	680½	57½	276½	135
	Metre gauge.									
	NÁGPUR-CHHATTISGARH	...	...	...	...	...	...	...	53	45
	TIRHOOT	...	(b) 53	...	...	34	...	6	...	...
	RAJPUTANA-MALWA	91½	237½	107½	70½	...	96½	118½	250½	143
	CAWNPORE-ÁCHNERA	...	...	29	...	...	...	...	49½	60½
XXIX	EASTERN BENGAL—									
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARLLA (2' 6" GAUGE) BRANCH.	...	...	...	...	134½	97½	10½	1½	22½
	DACCA	...	...	...	...	...	...	...	...	...
XXX	BURMA	...	...	...	...	161	...	...	...	...
	TOUNGGOO-MANDALAY	...	...	...	...	...	...	...	...	...
XXXI	MU VALLEY	...	...	...	...	...	...	...	...	...
	TOTAL	91½	290½	136½	70½	329½	194	134½	353½	271½
	Special gauges.									
XXXIII	CHERRA-COMPANYGANJ (2' 6")	...	...	...	...	...	...	...	...	...
XXXIV	JORHÁT (2' 0")	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...

(a) Transferred to "State lines worked by companies" on 1st January 1891.
(b) Opened for famine relief grain traffic only during this year.

year by year from the commencement—contd.

1882.	1883-84	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
State lines worked by the State.											
Standard gauge.											
...	Transferred to	"State	lines worked by	companies	" on 1st	January 1883.				PATNA-GYA.	
...	...	...	...	37	...	Taken over by the	Bengal-Nagpur	...	...	KATNI-UMARIA.	
...	...	...	...	...	...	Railway Company	on 1st April 1883.	...	...	SINDIA.	
...	...	...	...	...	...	...	...	(a)	...	WARDHA COAL,	
red to	"State	lines worked by	companies	" on 1st	January 1881.					DHOND-MANMAD.	
...	...	...	6½	266½	326½	...	...	...	65½	NORTH WESTERN	XIX
...	...	...	} Transferred to	the North Western railway on 1st January 1886.			{			INDUS VALLEY.	
53½	30	...					{			PUNJAB NORTHERN.	
...	...	...					{			SIND-PISHIN.	
...	...	...	...	...	...	...	8½	...	...	JAMMU AND KASHMIR (BRITISH SECTION.)	
...	...	...	1½	...	...	...	...	18	...	EASTERN BENGAL	XXII
15	12½	Incorporated with the	Eastern Bengal railway on 1st July 1884.							CALCUTTA AND SOUTH-EASTERN,	
										CALCUTTA PORT COMMISSIONERS' . .	XXIV
68½	42½	...	7½	303½	326½	...	8½	18	65½	TOTAL.	
Metre gauge.											
51	...	...	...	Taken over by the	Bengal-Nagpur	Railway Company	NAGPUR-CHHATTISGARH.				
...	108	84	...	20	...	...	TIRHOOT.				
9	144½	Leased from	to the	Bombay, Baroda and Central India	...	...	RAJPUTANA-MALWA.				
...	...	111	4½	Leased to the	Bombay, Baroda and Central India Rail	...	CAWNPORE-ACHNERA.				
...	...	...	...	...	...	...	EASTERN BENGAL—				XXIX
13½	9	15	...	...	70½	...	74½	13	...	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARLLA (2' 6" GAUGE) BRANCH. (d)	
...	...	10½	75½	...	...	...	...	...	...	DACCA. (d)	
...	93	...	73	...	6	...	...	3	2½	BURMA	XXX
...	...	...	...	...	...	222	...	...	...	TOUNGOO-MANDALAY.	
...	...	...	...	...	...	...	...	...	59½	MU VALLEY	XXXI
73½	354½	170½	152½	20	89½	236	74½	16	62	TOTAL.	
Special gauges.											
...	...	...	...	7½	...	...	...	...	...	CHEERGA-COMPANYGANJ (2' 6") .	XXXIII
...	...	26½	...	...	4	...	...	3½	...	JORHAT (2' 0")	XXXIV
...	...	26½	...	7½	4	...	...	3½	...	TOTAL.	

(c) Transferred to "State lines worked by Companies" on 1st July 1890.

(d) From the 1st July 1884 these lines have been amalgamated with the Eastern Bengal State railway, and treated as part of that line. *

Progress made in the opening of railways

Serial No.	RAILWAY.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Lines worked by guaranteed companies. Standard gauge.																	
	EAST INDIAN	...	37½	82½	...	...	19	147	83½	190½	316½	55½	171	23½	...	225½	...	...
	EASTERN BENGAL	...	...	...	...	...	...	...	...	...	109½	...	...	...	...	...	2½	...
	CALCUTTA AND SOUTH-EASTERN	...	...	...	...	...	...	...	...	...	15	13	...	...	...	...	Purchased	
	ODDH AND ROHILKHAND	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	...	...
	SIND, PUNJAB AND DELHI	...	...	...	...	...	...	...	...	109½	32	13	...	208	3½	46½	...	218
XXXV	GREAT INDIAN PENINSULA	20½	12½	16½	37½	...	106½	50½	52½	140½	57½	57½	32½	116½	114	36½	21	...
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA.	...	...	...	...	...	...	...	35	99	33½	17½	120½	...	...	...	1	½
XXXVII	MADRAS	...	...	...	65	15½	15	...	41½	159½	150½	30	92½	39½	34½	...	32	59½
	TOTAL	20½	50½	99	102½	15½	140½	197½	213	699½	714½	187	417	387½	151½	350½	56½	278½
	Metre gauge.																	
	SOUTH INDIAN	...	...	...	...	...	...	...	...	48½	33½	...	...	18½	44½	17	23½	...
	Special gauges.																	
	NALHÁTI (4' 0")	...	...	...	...	...	...	...	...	...	...	27½	...	...	...	...	...	...
	Summary.																	
	STANDARD GAUGE	20½	50½	99	102½	15½	140½	197½	213	699½	714½	187	417	387½	151½	350½	56½	278½
	METRE GAUGE	...	...	...	...	...	...	...	...	48½	33½	...	...	18½	44½	17	23½	...
	SPECIAL GAUGES	...	...	...	...	...	...	...	...	...	...	27½	...	...	...	...	...	...
	Total of all railways	20½	50½	99	102½	15½	140½	197½	213	748½	747½	214½	417	406	196	367½	79½	278½

year by year from the commencement—contd.

1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-34.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
...	150½	...	...	...	...	...	...	...	1	Transferred to "State lines worked by companies" from 1st January 1880.												
...	45	...	...	2	...	...	...	...	...	...	...	...	...	Transferred to "State lines worked by the State" from 1st July 1884.								
by the State on 1st April 1838, and amalgamated with the Eastern Bengal State railway from 1st July 1884.																						
...	...	251½	163	84	3½	...	...	3	...	...	...	...	1½	47	84	6½	...	...	(a)	(a)	(a)	
36½	...	...	...	...	...	...	...	...	...	...	...	...	23	...	Transferred to the North Western railway from 1st January 1886.							
385	15	5½	...	...	...	...	2	...	7½	...	...	...	...	...	...	...	...	...	...	...	...	XXXV
5	37½	39½	22½	16½	1½	9	4½	...	...	...	...	17	...	...	...	...	...	...	...	...	...	XXXVI
46	48½	...	28	...	...	...	...	...	...	...	...	2½	...	...	...	...	...	...	...	...	...	XXXVI
472½	296½	296½	213½	102½	5	9	6½	3	8½	...	...	19½	24½	47	84	6½	...	...	...	...	...	
...	...	...	...	...	96	192½	125½	13	20½	20½	...	...	...	...	...	...	...	...	...	(b)	(b)	
...	...	Purchased by Government in April 1872. See "State lines worked by the State." (Concluded on pages xx and xxi.)																				
480½	302½	296½	213½	242½	67	50½	34½	683½	93½	288½	143½	122	262½	156½	97½	440½	639½	485½	489½	524½	65½	
...	...	...	91½	290½	232½	263	454½	207	163	479	417	139	421	1,028	254	552½	487½	390½	351	341	612½	
...	...	...	20	...	...	...	...	...	20½	46½	23½	...	...	34½	24	52½	4	...	25½	16½	...	
480½	302½	296½	325	532½	299½	313½	489½	890½	281½	814	583½	261	689½	1,219	375½	1,045½	1,131½	876½	865½	(c) 881½	677½	

(a) Transferred to "State lines worked by the State" on 1st January 1889.

(b) Purchased by Government on 1st January 1891.

(c) Difference as compared with last report is due to minor corrections of mileage.

Progress made in the opening of railways

Serial No.	RAILWAY.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Assisted companies.												
	<i>Standard gauge.</i>												
XXXVIII	DELHI-UMBALLA-KALKA	...	...	...	...	...	...	...	...	...	...	...	...
XXXIX	TARAKESHWAR	...	...	...	...	...	...	...	...	...	...	...	...
	BENGAL CENTRAL	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
	<i>Metre gauge.</i>												
	BENGAL AND NORTH WESTERN	...	...	...	...	...	...	...	...	...	...	...	...
XL	DEOGHUR	...	...	...	...	...	...	...	...	...	...	...	...
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION).	...	...	...	...	...	...	...	...	...	...	...	...
XLII	DIBRU-SADIYA	...	...	...	...	...	...	...	...	...	...	...	...
	SOUTHERN MAHRATTA	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
	<i>Special gauges.</i>												
XLV	DARJEELING-HIMALAYAN (2' 0"). . .	...	...	...	...	...	...	...	...	...	...	30	20
XLVI	THATŌN-DUYINZÁIK (2' 6"). . . .	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	30	20
	Lines owned by native states and worked by companies.												
	<i>Standard gauge.</i>												
XLVII	KHÁMGAON	8	...	...	...	...	...	...	...	...	...	...	...
XLVIII	AMRÁOTI	...	6	...	...	...	...	...	...	...	...	...	...
XLIX	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	...	...	...	...	...	...	...	...	...	...	...	...
L	THE NIZAM'S GUARANTEED STATE . . .	...	...	...	...	121	...	...	...	...	...	...	...
LI	THE GAERWAR'S PETLÁD	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	8	6	14	...	121	...	...	...	...	...	...	...
	<i>Metre gauge.</i>												
	SOUTHERN MAHRATTA (MYSORE SECTION).	...	...	...	...	...	...	...	...	...	...	...	58
LII	THE GAERWAR'S MEHSÁNA	...	...	...	...	...	...	...	...	...	...	...	...
LIII	KOLHÁPUR	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	58
	<i>Special gauges.</i>												
LIV	THE GAERWAR'S DABHOI (2' 6"). . .	...	...	...	20	...	...	...	...	...	20½	16½	3½
	Lines owned by native states and worked by state railway agency.												
	<i>Standard gauge.</i>												
LV	RÁJPURA-BHÁTINDA	...	...	...	...	...	...	...	...	...	...	...	...
LVI	JAMMU AND KASHMIR (NATIVE STATE SECTION).	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.												
	<i>Metre gauge.</i>												
	JODHPUR	...	...	...	...	...	...	...	...	...	...	...	...
LIX	JODHPUR-BICKANEER	...	...	...	...	...	...	...	...	...	...	...	...
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-POREBANDAR.	...	...	...	...	...	...	...	...	...	...	105	87½
	TOTAL	...	...	...	...	...	...	...	...	...	...	105	87½
	<i>Special gauges.</i>												
LXI	MORVI (2' 6").	...	...	...	...	...	...	...	...	...	...	...	...
	Foreign lines.												
	<i>Metre gauge.</i>												
LXII	WEST OF INDIA PORTUGUESE	...	...	...	...	...	...	...	...	...	...	...	...
LXIII	PONDICHERY	...	...	...	...	...	...	...	...	...	7½	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	7½	...	...

year by year from the commencement—concl'd.

1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
...	...	...	...	...	...	...	...	162	...	Assisted companies.	
...	...	22½	...	...	...	...	...	...	...	<i>Standard gauge.</i>	
20	94	11½	...	...	...	...	...	...	...	DELHI-UMBALLA-KALKA	XXXVIII
20	94	33½	...	...	...	...	...	162	...	TARAKESHWAR	XXXIX
										BENGAL CENTRAL.	
										TOTAL.	
...	...	303	...	73½	...	...	...	...	...	<i>Metre gauge.</i>	
4	1½	...	...	...	...	...	...	...	...	BENGAL AND NORTH WESTERN.	
...	...	54½	...	...	...	...	...	...	...	DEOGHUR	XL
15	23½	39	...	...	...	...	...	...	...	ROHILKHAND-KUMAUN (COMPANY'S SECTION).	XXLI
...	40½	173½	Vide	"State lines worked by companies."	...	...	...	...	...	DIBRU-SADIYA	XLII
19	65½	570	...	73½	...	...	...	...	...	SOUTHERN MAHRATTA.	
										TOTAL.	
...	...	...	...	1	...	...	...	...	...	<i>Special gauges.</i>	
...	...	8	...	...	...	...	...	...	...	DARJEELING-HIMALAYAN (2' 0") . . .	XLV
...	...	8	...	...	...	...	...	...	...	THATŌN-DUYINZÁIK (2' 6") . . .	XLVI
...	...	8	...	1	...	...	...	...	...	TOTAL.	
...	...	...	...	...	...	...	...	...	...	Lines owned by native states and worked by companies.	
...	...	...	...	...	...	...	...	...	...	<i>Standard gauge.</i>	
...	...	...	...	...	...	...	...	...	...	KHÁMGAON	XLVII
...	...	...	...	...	...	...	...	...	...	AMRÁOTI	XLVIII
...	...	44	...	...	...	...	...	...	...	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	XLIX
...	...	...	...	83½	69½	55½	...	...	...	THE NIZAM'S GUARANTEED STATE . .	L
...	...	...	...	...	...	...	...	13½	...	THE GAEKWAR'S PETLÁD (2' 6") . .	LI
...	...	44	...	83½	69½	55½	...	13½	...	TOTAL.	
28	1	53	Transferred to "State lines worked by companies" from 1st July 1886.	21	...	7	...	40½	24½	<i>Metre gauge.</i>	
...	...	...	...	...	...	...	...	...	29½	SOUTHERN MAHRATTA (MYSORE SECTION).	LII
...	...	...	...	...	...	...	...	...	...	THE GAEKWAR'S MEHSÁNA	LIII
28	1	53	...	21	...	7	...	40½	54	KOLHÁPUR	
										TOTAL.	
...	...	...	...	...	...	...	...	13	...	<i>Special gauges.</i>	
...	...	...	...	...	...	...	...	...	...	THE GAEKWAR'S DABHOI (2' 6") . .	LIV
...	...	...	...	...	...	...	...	...	...	• Lines owned by native states and worked by state railway agency.	
...	...	16	...	...	...	...	92	...	...	<i>Standard gauge.</i>	
...	...	...	...	...	...	...	16	...	...	RÁJPURA-BHÁTINDA	LV
...	...	16	...	...	...	...	108	...	...	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LVI
										TOTAL.	
...	...	...	...	...	...	...	...	...	...	Lines owned and worked by native states.	
18½	...	45½	...	59½	...	66½	69½	...	167½	<i>Metre gauge.</i>	
...	...	...	...	...	...	...	...	...	...	JODHPUR.	
18½	...	45½	...	59½	...	66½	69½	...	167½	JODHPUR-BICKANEER	LIX
...	...	...	...	...	...	...	...	...	...	BRÁVNAGAR-GONDAL-JUNÁGARH-POR-BANDAR.	LX
										TOTAL.	
...	...	...	24	44	...	...	25½	...	...	<i>Special gauges.</i>	
...	...	...	...	...	...	...	...	...	...	MORVI (2' 6")	LXI
...	...	...	...	41	10	...	...	...	...	Foreign lines.	
...	...	...	...	...	...	...	...	...	...	<i>Metre gauge.</i>	
...	...	...	...	...	...	...	...	...	...	WEST OF INDIA PORTUGUESE . . .	LXII
...	...	...	...	...	...	...	...	...	...	PONDICHERY	LXIII
...	...	...	...	41	10	...	...	...	...	TOTAL.	

Abstract of mileages opened during

[illegible]

each year from the commencement.

ED BY NATIVE STATES WORKED BY COMPANIES.		LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAIL- WAY AGENCY.	LINES OWNED AND WORKED BY NATIVE STATES.		FOREIGN LINES.	SUMMARY.				YEARS.
Metre gauge.	Special gauges.	Standard gauge.	Metre gauge.	Special gauges.	Metre gauge.	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
...	...	...	...	...	...	20½	...	...	20½	1853
...	...	...	...	...	...	50½	...	...	50½	1854
...	...	...	...	...	...	99	...	...	99	1855
...	...	...	...	...	...	102¾	...	...	102¾	1856
...	...	...	...	...	...	15½	...	...	15½	1857
...	...	...	...	...	...	140¼	...	...	140¼	1858
...	...	...	...	...	...	197¾	...	...	197¾	1859
...	...	...	...	...	...	213	...	...	213	1860
...	...	...	...	...	...	699¾	48¾	...	748½	1861
...	...	...	...	...	...	714½	33¼	...	747¾	1862
...	...	...	...	...	...	187	...	27¼	214¼	1863
...	...	...	...	...	...	417	...	...	417	1864
...	...	...	...	...	...	387¼	18¾	...	406	1865
...	...	...	...	...	...	151½	44½	...	196	1866
...	...	...	...	...	...	350¾	17	...	367¾	1867
...	...	...	...	...	...	56¼	22½	...	79¾	1868
...	...	...	...	...	...	278½	...	...	278½	1869
...	...	...	...	...	...	480¼	...	...	480¼	1870
...	...	...	...	...	...	302¼	...	...	302¼	1871
...	...	...	...	...	...	296¼	...	...	296¼	1872
...	20	...	...	...	...	213½	91½	20	325	1873
...	...	...	...	...	...	242¼	290½	...	532¾	1874
...	...	...	...	...	...	67	232¾	...	299¼	1875
...	...	...	...	...	...	50¼	263	...	313¼	1876
...	...	...	...	...	...	34¾	454½	...	489¼	1877
...	...	...	...	...	...	683¾	207	...	890¾	1878
...	20¼	...	...	...	7¾	98½	163	20¼	281¾	1879
...	16½	...	105	...	...	288½	479	46½	814	1880
58	3½	...	87½	...	...	149¼	417	23½	589¾	1881
28	...	...	18½	...	...	122	139	...	261	1882
1	...	...	...	...	...	262¾	421	...	683¾	1883-84
53	...	16	45½	...	...	156¼	1,028	34¾	1,219	1884-85
...	...	...	...	24	...	97¼	254	24	375¼	1885-86
21	...	...	59¾	44	41	440½	552¾	52½	1,045¾	1886-87
...	...	...	...	...	10	639½	487¾	4	1,131¼	1887-88
7	...	...	66½	...	...	485¾	390½	...	876¼	1888-89
...	...	108	69¼	25¼	...	489¼	351	25¼	865½	1889-90
40¼	13	...	...	...	...	524½	341	16¼	881¾	1890-91
54	...	...	167¾	...	...	65¼	612½	...	677¼	1891-92

Length of railways open for public traffic at the

Serial No.	RAILWAY.	1879.	1880.	1881.	1882.	1883-84.	1884-85.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.						
	Standard gauge.						
I	EAST INDIAN	...	1,504½	1,504½	1,506½	1,509	1,509
	DILDÁRNAGAR-GHÁZIPUR	...	12	12	12	12	12
II	PATNA-GYA	...	...	...	...	57	57
III	BENGAL-NÁGPUR	...	...	...	...	...	...
IV	INDIAN MIDLAND	...	...	...	...	...	...
	SINDIA	66½	66½	74½	74½	74½	74½
V	BHOPAL-ITÁRSI (BRITISH SECTION)	...	...	...	11½	11½	13
VI	WARDHA COAL	...	...	...	...	...	...
VII	DHOND-MANMÁD	...	...	145½	145½	145½	145½
	AMRITSAR-PATHÁNKOT	...	...	...	...	51	65
	RUPAR-NÁLAGARH (a)	...	...	...	...	48	...
VIII	BEZVÁDA EXTENSION	...	...	...	...	...	...
	TOTAL	66½	1,582½	1,736½	1,750½	1,909	1,876½
	Metre gauge.						
X	BENGAL AND NORTH WESTERN—						
	TIRHOOT SECTION	...	...	...	...	...	...
	COMPANY'S SECTION	...	...	...	...	...	...
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION)	...	...	...	...	...	...
	BAREILLY-PILIBHIT	...	...	...	...	...	36
	LUCKNOW-SITAPUR-SERAMAU	...	...	...	...	...	...
XII	RAJPUTANA-MALWA	...	...	...	...	...	1,414
XIII	SOUTHERN MAHRATTA	...	...	...	...	...	...
XIV	SOUTHERN MAHRATTA (MYSORE SECTION)	...	...	...	...	...	...
XV	SOUTH INDIAN	...	...	...	...	...	...
	VILLUPURAM-GUNTAKAL	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	1,450

(a) The section from Rupar to Nálagarh (16 miles) was closed for passenger traffic in July 1883. The whole line was closed for traffic from July 1884.
(b) Included with the Rohilkhand-Kumaun railway (Lucknow-Bareilly section) from 1st January 1891.

end of each year from the commencement.

1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
	*						State lines worked by companies.	
							Standard gauge.	
1,514½	1,519½	1,513½	1,525½	1,525½	1,525½	1,525½	EAST INDIAN	I
12	12	12	Incorporated with the East Indian railway on 1st January 1889.				DILDÁRNAGAR-GHÁZIPUR.	
57½	57½	57½	57½	57½	57½	57½	PATNA-GYA	II
...	...	149	291½	501½	831½	831½	BENGAL-NÁGPUR	III
...	42	136½	514½	677½	677½	677½	INDIAN MIDLAND	IV
74½	74½	74½	Incorporated with the Indian railway on 1st March 1889.			Midland	SINDIA.	
13	13	13	13	13	13	13	BHOPAL-ITÁRSI (BRITISH SECTION)	V
...	...	...	...	...	46½	45	WARDHA COAL	VI
145½	145½	145½	145½	145½	145½	145½	DHOND-MANMÁD	VII
Transferred to "State lines worked by the State" on 1st January 1886							AMRITSAR-PATHÁNKOT.	
...	...	...	...	...	...	...	RUPAR-NÁLAGARH. (a)	
...	...	...	21½	21½	21½	21½	BEZVÁDA EXTENSION	VIII
1,817½	1,864	2,101½	2,569	2,941½	3,318	3,316½		
							Metre gauge.	
							BENGAL AND NORTH-WESTERN—	X
...	...	...	...	...	329½	340½	TIRHOOT SECTION	
...	...	...	...	...	375½	415	COMPANY'S SECTION	
...	...	...	...	...	140½	198½	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION)	XI
36	36	36	36	36	(b)	(b)	BAREILLY-PILIBHIT.	
...	55½	106	(c)	(c)	(b)	(b)	LUCKNOW-SITAPUR-SERAMAU.	
1,414	1,667½	1,667½	1,665	1,672½	1,672½	1,674	RAJPUTANA-MALWA	XII
315½	597½	853	854½	977½	1,043½	1,043½	SOUTHERN MAHRATTA	XIII
...	139½	139½	219½	296½	295½	311	SOUTHERN MAHRATTA (MYSORE SECTION)	XIV
...	...	...	...	...	900½	1,105½	SOUTH INDIAN	XV
...	...	82½	82½	82½	(d)	(d)	VILLUPURAM-GUNTAKAL.	
1,765½	2,496½	2,885½	2,857½	3,065	4,758½	5,089½	TOTAL.	

(c) Vide "State lines worked by the State."

(d) Incorporated with the South Indian railway.

Length of railways open for public traffic at the

Serial No.	RAILWAY.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by the State. <i>Standard gauge.</i>												
	PATNA-GYA	...	...	...	...	...	...	...	...	...	...	...	57
	KATNI-UMARIA	...	...	...	...	...	...	...	...	...	...	...	...
	SINDIA	...	...	...	...	...	...	...	...	...	...	34	Work
	WARDHA COAL	...	...	...	...	...	...	18½	18½	18½	46½	46½	46½
	DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...	145½	145½
XIX	NORTH WESTERN	...	...	...	...	...	...	...	...	...	...	...	...
	INDUS VALLEY	...	...	...	...	...	...	...	...	...	...	501	501
	PUNJAB NORTHERN	...	...	...	...	...	...	...	62	103½	103½	103½	103½
	SIND-PISHIN	...	...	...	...	...	...	...	...	...	...	...	...
XX	AMRITSAR-PATHÁNKOT	...	...	...	...	...	...	...	...	...	...	...	...
	JAMMU AND KASHMIR (BRITISH SECTION).	...	...	...	...	...	...	...	...	...	...	...	...
XXI	ODDH AND ROHILHAND	...	...	...	...	...	...	...	...	...	...	...	...
XXII	EASTERN BENGAL	...	...	...	...	...	...	...	...	...	...	...	...
	CALCUTTA AND SOUTH-EASTERN	28	28	28	28	28	28	28	28	28	28	28	28
XXIII	BENGAL CENTRAL	...	...	...	...	...	...	...	...	...	...	...	...
XXIV	CALCUTTA PORT COMMISSIONERS'	Information not furnished											
	TOTAL	28	28	28	28	28	28	46½	108½	149½	177½	858½	881½
	<i>Metre gauge.</i>												
	NÁGPUR-CHHATTISGARH	...	...	...	...	...	...	...	...	...	...	...	...
	TIRHOOT	...	...	...	...	...	...	(c) 53	45	45	79	79	85
	LUCKNOW-SITAPUR-SERAMAÚ	...	...	...	...	...	...	...	...	...	...	...	...
	RAJPUTANA-MALWA	...	...	...	...	...	91½	329	436½	507½	507½	603½	722
	CAWNPORE-ACHNERA (f)	...	...	...	...	...	...	...	29	29	29	29	29
XXIX	EASTERN BENGAL—												
	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARLLA (2' 6" GAUGE) BRANCH.	...	...	...	...	...	...	...	...	...	134½	232	242½
	DACCA	...	...	...	...	...	...	...	...	...	...	...	...
XXX	BURMA	...	...	...	...	...	...	...	...	...	161	161	161
	TOUNGGO-MANDALAY	...	...	...	...	...	...	...	...	...	...	...	...
XXXI	MU VALLEY	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	91½	382	510½	581½	910½	1,104½	1,239½
	<i>Special gauges.</i>												
XXXII	NALHÁTI (4' 0")	...	...	...	...	27½	27½	27½	27½	27½	27½	27½	27½
XXXIII	CHERRA-COMPANYGANJ (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...
XXXIV	JORHÁT (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	27½	27½	27½	27½	27½	27½	27½	27½

(a) Transferred to "State lines worked by companies" on 1st January 1891.
(b) Amalgamated with the North Western railway.
(c) Opened for famine relief purposes only during this year; but public traffic was carried on it from 1st November 1875.
(d) Working made over to the Bengal and North Western railway on 1st July 1890.

end of each year from the commencement—contd.

1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	State lines worked by the State. Standard gauge.	
57	57	57	Transferred to	State lines	worked by companies	on 1st	January	1883.	PATNA-GYA.				
...	...	...	...	...	...	37	37	Taken over by the Bengal-Nagpur Railway Company on 1st April 1888.	KATNI-UMARIA.				
ing made over	to the	East Indian	railway	on 16th	December	1879	...	...	SINDIA.				
46½	46½	46½	46½	46½	46½	46½	46½	46½	46½	(a)	(a)	WARDHA COAL.	
145½	Working made over	to the	Great Indian Peninsula	railway	on 1st	January	1881		DHOND-MANMAD.				
...	...	...	...	...	1,792	2,058½	2,384½	2,381	2,368	2,368½	2,358½	NORTH WESTERN	XIX
501	501	501	501	501	Amalgamated with the	North Western	railway	on	INDUS VALLEY.				
227½	362½	416	446	446	the 1st	January	1886.		PUNJAB NORTHERN.				
152	152	152	152	152	Amalgamated with the	North Western	railway	on	SIND-PISHIN.				
...	...	...	...	...	January 1886.	65	64½	64½	64½	64½	66½	AMRITSAR-PATHANKOT	XX
...	...	...	...	...	...	...	...	...	8½	8½	(b)	JAMMU AND KASHMIR (BRITISH SECTION).	
...	...	...	...	...	...	...	692½	692½	692½	692½	692½	ODDH AND ROHILKHAND	XXI
...	...	...	...	233½	234½	234½	234½	234½	234½	249	248½	EASTERN BENGAL	XXII
28	28	43	55½	Incorporated with the	Eastern Bengal State	railway	on	1st	JULY			CALCUTTA AND SOUTH-EASTERN.	
...	...	...	...	...	183½.	125½	125½	125	125	125	125	BENGAL CENTRAL	XXIII
...	...	...	...	...	...	...	...	...	...	...	...	CALCUTTA PORT COMMISSIONERS'	XXIV
1,158	1,147½	1,215½	1,201	1,379	2,138½	2,567½	2,893	3,544½	3,540	3,508	3,491	TOTAL.	
												Metre gauge.	
53	98	149	149	149	149	149	Taken over by the Bengal-Nagpur Railway Company on 9th May 1887.	273½	273½	(d)	(d)	NAGPUR-CHEHATTISGARH.	
85	85	85	193	227	225½	245½	259½	273½	273½	(d)	(d)	TIRHOOT.	
...	...	...	...	...	...	...	...	104½	104½	(e)	(e)	LUCKNOW-SITAPUR-SERAMAU.	
972½	1,115½	1,116½	1,260½	Leased to the Bombay, Baroda and Central India Railway Company from 1st January 1885.	253½	253½	253½	253½	253½	253½	253½	RAJPUTANA-MALWA.	
78½	139	138	138	Leased to the Bombay, Baroda and Central India Railway Company from 1st October 1886.	249	249	249	249	249	249	249	CAWNPORE-ACHNERA.	
...	...	...	...	...	...	...	...	...	...	...	...	EASTERN BENGAL—	XXIX
243½	266½	280	289	286	285½	285½	356	351½	425½	443½	442½	NORTHERN AND BEHAR SECTIONS, INCLUDING THE KAUNIA-DHARLA (2' 6" GAUGE) BRANCH. (g)	
...	...	...	...	10½	85½	86	86	86	86	86	86	DACCA. (g)	
161	161	161	254	254	327	327	333	333	333	336	558½	BURMA	XXX
...	...	...	...	...	...	...	...	222	220	220	59½	TOUNGGOO-MANDALAY.	
...	...	...	...	...	...	...	...	...	...	...	...	MU VALLEY	XXXI
1,593½	1,864½	1,929½	2,283½	1,175½	1,326½	1,093½	1,034½	1,370½	1,442½	1,085½	1,146½	TOTAL.	
												Special gauges.	
27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	NALHATI (4' 0")	XXXII
...	...	...	...	...	...	7½	7½	7½	7½	7½	8	CHERRA-COMPANYGANJ (2' 6")	XXXIII
...	...	...	...	26½	29½	26½	30½	30½	30½	28½	28½	JORHAT (2' 0")	XXXIV
27½	27½	27½	27½	54	56½	61½	65½	65½	65½	63½	63½	TOTAL.	

(e) Vide "State lines worked by companies." Included with the Rohilkhand-Kumaun railway, (Lucknow-Bareilly section) from 1st January 1891.
(f) Consists of Hathras-Muttra-Achnera and Cawnpore-Farukhabad railways.
(g) From 1st July 1884 these lines have been amalgamated with the Eastern Bengal State railway, and treated as part of that line.

Length of railways open for public traffic at the

Serial No.	RAILWAY.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Lines worked by guaranteed companies. Standard gauge.																	
	EAST INDIAN	...	37½	120½	120½	120½	139½	286½	370½	560½	877½	933	1,104	1,127½	1,127½	1,353	1,353	1,353
	EASTERN BENGAL . . .	...	...	...	...	...	...	...	...	...	109½	109½	109½	109½	109½	109½	112	112
	CALCUTTA AND SOUTH-EASTERN.	...	...	...	...	...	...	...	...	...	15	28	28	28	28	28	Purchased	
	ODDH AND ROHILKHAND .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	42	42
	SIND, PUNJAB AND DELHI .	...	...	...	...	...	...	...	...	109½	141½	154½	154½	362½	366	412½	412½	630½
XXXV	GREAT INDIAN PENINSULA.	20½	33½	49½	87½	87½	193½	244½	297	437½	495	552½	585½	701½	815½	852½	873½	873½
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA (a).	...	..	...	...	...	...	...	35	134	167½	185	305½	305½	305½	305½	306½	307½
XXXVII	MADRAS	...	...	...	65	80½	95½	95½	137	296½	447½	477½	570	609½	643½	643½	675½	735½
	TOTAL .	20½	71	170	272½	288½	428½	626½	839½	1,539	2,253½	2,440½	2,857½	3,244½	3,396½	3,747	3,775½	4,053½
	Metre gauge.																	
	SOUTH INDIAN	...	...	...	...	...	...	...	...	48½	82	82	82	100½	145½	162½	185½	185½
	Special gauges.																	
	NALHÁTI (4' 0") . . .	...	...	...	...	...	...	...	...	...	...	27½	27½	27½	27½	27½	27½	27½
	SUMMARY.																	
	STANDARD GAUGE . . .	20½	71	170	272½	288½	428½	626½	839½	1,539	2,253½	2,440½	2,857½	3,244½	3,396½	3,747	3,803½	4,081½
	METRE GAUGE	...	...	...	...	...	...	...	...	48½	82	82	82	100½	145½	162½	185½	185½
	SPECIAL GAUGES . . .	...	...	...	...	...	...	...	...	...	...	27½	27½	27½	27½	27½	27½	27½
	Total of all railways .	20½	71	170	272½	288½	428½	626½	839½	1,587½	2,335½	2,550	2,966½	3,372½	3,568½	3,936½	4,016½	4,294½

end of each year from the commencement—contd.

1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
1,353	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,504	Acquired by companies.	red by the State on 1st January 1880. See "State lines worked by											
112	157	157	157	159	158½	159	159	159	158½	158½	158½	160	159½	Acquired by the State on 1st July 1884. See								
by the State on 1st April 1868.																						
42	42	298½	456½	540½	543½	543½	543½	546½	546½	546½	546½	546½	548½	595½	679½	686	692½	(σ)	(a)	(a)	(a)	
666½	666½	663½	663½	663½	663½	663½	663½	663½	663½	663½	663½	663½	686½	686½	Acquired by the State on 1st January 1886 and absorbed into the North West rail way system.							
1,258½	1,273½	1,278½	1,278½	1,278½	1,278½	1,278½	1,280½	1,280½	1,287½	1,288	1,288	1,288	1,288	1,288	1,288	1,288½	1,288½	1,288½	1,288½	1,288½	1,288½	XXXV
312½	349½	389½	411½	428½	430½	439½	444	444	444	444	444	461	461	461	461	461	461	460½	460½	460½	460½	XXXVI
781½	830½	830½	858	858	858	858	858	857	857	858	858	861½	860½	860½	860½	828½	838½	838	839½	839½	839½	XXXVII
4,526	4,822½	5,115½	5,328½	5,431½	5,435½	5,445½	5,452	5,454	5,462	3,959	3,959	3,980½	4,004½	3,891½	3,289	3,264½	3,279½	2,587	2,588½	2,588½	2,588½	
185½	185½	185½	185½	185½	281½	474½	599½	612½	633	653½	653½	653½	654½	654½	654½	654½	654½	654½	654½	(b)	(b)	
27½	27½	Purchased by the State on the 31st March 1872. See "State lines worked by the State." (Concluded on pages xxx and xxxi.)																				
4,562	4,864½	5,157½	5,370½	5,612½	5,679½	5,730	5,764½	6,447½	6,545	6,834½	6,978	7,101½	7,363½	7,792½	7,890	8,371½	9,018½	9,501½	9,978½	10,124½	10,103½	
185½	185½	185½	277½	567½	792½	1,055½	1,510½	1,717½	1,880½	2,359½	2,776½	2,906½	3,329	4,036	4,287½	4,768	5,107½	5,489	5,842½	6,564½	7,171½	
27½	27½	27½	47½	47½	47½	47½	47½	47½	67½	114	137½	137½	136	171½	198½	247½	251½	251½	276½	287½	288½	
4,775	5,077½	5,370½	5,695	6,227½	6,519	6,833	7,322½	8,212	8,492½	9,308	9,892	10,145½	10,828½	12,000½	12,375½	13,387	14,377	15,241½	16,097½	(c) 16,976½	17,564	

(a) Purchased by the State on 1st January 1889. See "State lines worked by the State."
(b) Purchased by the State on 1st January 1891. See "State lines worked by companies."
(c) Difference as compared with the last report is due to minor corrections of mileage.

Length of railways open for public traffic at the

Serial No.	RAILWAY.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Assisted companies.											
	Standard gauge.											
XXVIII	DELHI-UMBALLA-KALKA	...	...	...	...	...	...	...	...	...	...	...
XXXIX	TÁRAKESHWAR	...	...	...	...	...	...	...	...	...	...	...
	BENGAL CENTRAL	...	...	...	...	...	...	...	...	...	...	...
	BENGAL AND NORTH WESTERN	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...
	Metre gauge.											
XL	DEOGHUR	...	...	...	...	...	...	...	...	...	...	...
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION).	...	...	...	...	...	...	...	...	...	...	...
XLII	DIBRU-SADIYA	...	...	...	...	...	...	...	...	...	...	...
	SOUTHERN MAHRATTA	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...
	Special gauges.											
XLV	DARJEELING-HIMALAYAN (2' 0")	...	...	...	...	...	...	...	...	...	...	30
XLVI	THATÒN-DUYINZÁIK (2' 6")	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	30
	Lines owned by native states and worked by companies.											
	Standard gauge.											
XLVII	KHÁMGAON	8	8	8	8	8	8	8	8	8	8	8
XLVIII	AMRÁOTI.	...	6	6	6	6	6	6	6	6	6	6
XLIX	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	...	...	...	...	...	...	...	...	...	...	...
L	THE NIZAM'S GUARANTEED STATE	...	...	...	...	121	121	121	121	121	Vide "Lines owned and worked by native states and worked by state railway agency."	
LI	THE GAEKWAR'S PETLÁD	...	...	...	...	...	...	...	...	...		
	RÁJPURA-PATIALÁ	...	...	...	...	...	...	...	...	...		
	TOTAL	8	14	14	14	135	135	135	135	135	14	14
	Metre gauge.											
LII	THE GAEKWAR'S MEHSÁNA	...	...	...	...	...	...	...	...	...	...	...
LIII	KOLHÁPUR	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...
	Other gauges.											
LIV	THE GAEKWAR'S DABHOI (2' 6").	...	...	...	20	20	20	20	20	20	40½	56½
	Lines owned by native states and worked by state railway agency.											
	Standard gauge.											
LV	RÁJPURA-BHÁTINDA	...	...	...	...	...	...	...	...	...	...	...
LVI	JAMMU AND KASHMIR (NATIVE STATE SECTION.)	...	...	...	...	...	...	...	...	...	...	...
	THE NIZAM'S GUARANTEED STATE	...	...	...	...	...	...	...	...	...	121	121
	TOTAL	...	...	...	...	...	...	...	...	...	121	121
	Lines owned and worked by native states.											
	Metre gauge.											
	JODHPORE	...	...	...	...	...	...	...	...	...	...	...
LIX	JODHPORE-BICKANEER	...	...	...	...	...	...	...	...	...	...	...
LX	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	...	...	...	...	...	...	...	...	...	...	...
	SOUTHERN MAHRATTA (MYSORE SECTION).	...	...	...	...	...	...	...	...	...	...	105
	TOTAL	...	...	...	...	...	...	...	...	...	...	105
	Special gauges.											
LXI	MORVI (2' 6").	...	...	...	...	...	...	...	...	...	...	...
	Foreign lines.											
	Metre gauge.											
LXII	WEST OF INDIA PORTUGUESE	...	...	...	...	...	...	...	...	...	...	...
LXIII	PONDICHERRY	...	...	...	...	...	...	...	...	...	7½	7½
	TOTAL	...	...	...	...	...	...	...	...	...	7½	7½

N.B.—For summary see pages xxviii and xxix.

end of each year from the commencement—concl'd.

1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	RAILWAY.	Serial No.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Assisted companies.	
...	...	...	...	...	...	...	...	...	162	162½	<i>Standard gauge.</i>	
...	...	...	22	22½	22½	22½	22½	22½	22½	22½	DELHI-UMBALLA-KALKA	XXXVIII
...	20	114	125½	125½	<i>Vide "State lines worked by the State."</i>						TARAKESHWAR	XXXIX
...	...	...	303	303	376½	376½	376½	375½	(a)	(a)	BENGAL CENTRAL.	
...	20	114	450½	450½	398½	398½	398½	398	184½	184½	BENGAL AND NORTH WESTERN.	
...	4	5½	5½	4	4½	4½	4½	4½	4½	4½	TOTAL.	
...	...	...	54½	54½	54½	54½	54½	54½	54½	54	<i>Metre gauge.</i>	
...	15	38½	77½	77½	77½	77½	77	77½	77½	77½	DEOGHUR	XL
...	...	40½	214	<i>Vide "State lines worked by companies."</i>							ROHILKHAND-KUMAUN (COMPANY'S SECTION).	XLI
...	19	84½	351½	136	136½	136½	136½	136½	136½	136½	DIBRU-SADIYA	XLII
50	50	50	51	51	51	51	51	51	51	51	SOUTHERN MAHRATTA.	
...	...	...	8	8	8	8	8	8	8	8	TOTAL.	
50	50	50	59	59	59	59	59	59	59	59	<i>Special gauges.</i>	
...	...	...	...	...	...	...	...	...	...	...	DARJEELING-HIMALAYAN (2' 0")	XLV
...	...	...	...	...	...	...	...	...	...	...	THATŌN-DUYINZAIK (2' 6")	XLVI
...	...	...	...	...	...	...	...	...	...	...	TOTAL.	
8	8	8	8	8	7½	7½	7½	7½	7½	7½	Lines owned by native states and worked by companies.	
6	6	6	6	6	5½	5½	5½	5½	5½	5½	<i>Standard gauge.</i>	
...	...	...	44	44	44	44	44	44	44	44	KHÁMGAON	XLVII
...	...	...	...	...	...	...	...	...	...	...	AMRĀOTI	XLVIII
...	...	...	...	...	...	...	...	...	...	...	BHOPAL-ITĀRSI (NATIVE STATE SECTION)	XLIX
by native states	...	...	121	121	204½	274	329½	329½	332½	329½	THE NIZAM'S GUARANTEED STATE	L
by state railway agency."	...	...	...	...	...	...	...	...	13½	13½	THE GAEKWAR'S PETLĀD	LI
...	...	...	16	<i>Vide No. LV below.</i>					...	...	RĀJPURA-PATIALĀ.	
14	14	14	195	179	261½	331	386½	386½	402½	399½	TOTAL.	
...	...	...	...	...	21	20½	27½	27½	68	92½	<i>Metre gauge.</i>	
...	...	...	...	...	...	...	...	...	...	29½	THE GAEKWAR'S MEHSĀNA	LII
...	...	...	...	...	...	...	...	...	...	...	KOLHĀPUR	LIII
...	...	...	...	...	21	20½	27½	27½	68	122	TOTAL.	
60½	60½	58½	58½	58½	58½	58½	58½	58½	71½	71½	<i>Special gauges.</i>	
...	...	...	...	...	...	...	...	...	...	...	THE GAEKWAR'S DABHOI (2' 6")	LIV
...	...	...	...	...	...	...	...	...	...	...	Lines owned by native states and worked by state railway agency.	
...	...	...	...	16	16	15	16	108	107½	108	<i>Standard gauge.</i>	
...	...	...	...	...	...	...	...	16	16	16	RĀJPURA-BHĀTINDA	LV
121	121	121	<i>Vide "Lines owned by native States and worked by companies"</i>					...	...	...	JAMMU AND KASHMIR (NATIVE STATE SECTION).	LVI
121	121	121	...	16	16	15	16	124	123½	124	THE NIZAM'S GUARANTEED STATE.	
...	...	...	...	...	...	...	...	...	...	...	TOTAL.	
...	18½	18½	64	64	123½	123½	123½	123½	123½	291	Lines owned and worked by native states.	
...	...	...	...	...	...	...	...	...	...	(b)	<i>Metre gauge.</i>	
192½	192½	193	193	193½	193½	193½	259½	333½	333½	329½	JODHPORE.	
58	86	87	140	140	<i>Made over to the Southern Mahratta railway on 1st July 1886.</i>						JODHPORE-BICKANEER	LIX
250½	297	298½	397	397½	317	317	889½	457	457½	620½	BHĀVNAGAR-GONDAL-JUNĀGARH-POR-BANDAR.	LX
...	...	...	...	24	68	68	68	93½	93½	94	SOUTHERN MAHRATTA (MYSORE SECTION).	
...	...	...	...	...	...	...	...	...	...	...	TOTAL.	
...	...	...	...	...	...	...	...	...	...	...	<i>Special gauges.</i>	
...	...	...	...	...	...	...	...	...	...	...	MORVI (2' 6")	LXI
...	...	...	...	...	...	...	...	...	...	...	Foreign lines.	
...	...	...	...	...	41	51	51	51	51	51	<i>Metre gauge.</i>	
7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	WEST OF INDIA PORTUGUESE	LXII
7½	7½	7½	7½	7½	48½	58½	58½	58½	58½	58½	PONDICHERY	LXIII
...	...	...	...	...	...	...	...	...	...	...	TOTAL.	

(a) *Vide "State lines worked by companies."*

(b) Included with the Jodhpore railway.

Statement showing the total approximate earnings from the 1st January to the 31st March 1892 as compared with the actuals of the corresponding periods of 1890 and 1891.

Serial No.	RAILWAY.	1st January to 31st March 1890.	1st January to 31st March 1891.	1st January to 31st March 1892.
		Rs.	Rs.	Rs.
	State lines worked by companies.			
	Standard gauge.			
I	EAST INDIAN	1,21,50,854	1,28,31,483	1,22,90,490
II	PATNA-GYA	1,36,682	1,81,822	1,56,298
III	BENGAL-NÁGPUR	6,95,095	10,57,109	20,06,280
IV	INDIAN MIDLAND	9,70,137	11,53,649	13,34,201
	TOTAL	1,39,52,768	1,52,24,063	1,57,87,269
	Metre gauge.			
X	BENGAL AND NORTH WESTERN— TIRHOOT SECTION	6,99,220	13,62,509	12,73,364
	COMPANY'S SECTION	6,11,813		
	BAREILLY-PILIBHIT	37,089	(a)	(a)
XI	ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION)	(b)	1,16,583	1,96,755
XII	RAJPUTANA-MALWA	50,27,009	60,45,587	62,64,817
XIII	SOUTHERN MAHRATTA	10,61,957	12,14,295	11,03,692
XIV	SOUTHERN MAHRATTA (MYSORE SECTION)	2,56,501	2,97,865	3,16,897
XV	SOUTH INDIAN	(c)	16,05,625	16,78,031
	VILLUPURAM-GUNTAKAL	59,639		
	TOTAL ^c	77,53,228	1,06,42,464	1,08,33,556
	State lines worked by the State,			
	Standard gauge.			
XIX	NORTH WESTERN (d)	72,36,801	73,71,841	79,46,393
XXI	ODDH AND ROHILKHAND	21,49,299	21,73,493	24,08,934
XXII	EASTERN BENGAL (e)	27,45,007	35,43,662	23,31,310
XXIII	BENGAL CENTRAL	1,70,459	2,43,129	1,93,146
XXIV	WARDHA COAL	88,045	(f)	(f)
	CALCUTTA PORT COMMISSIONERS'	Information not furnished.		
	TOTAL	1,23,89,611	1,33,32,125	1,28,79,783
	Metre gauge.			
XXX	LUCKNOW-SITAPUR-SERAMAU	1,02,318	(a)	(a)
	BURMA (g)	16,74,142	19,17,673	23,51,874
	TOTAL	17,76,460	19,17,673	23,51,874
	Special gauges.			
XXXII	NALHÁTI (4' 0")	28,730	27,214	25,163
XXXIII	CHEBBA-COMPANYGANJ (2' 6")	3,762	5,331	5,227
XXXIV	JORHÁT (2' 0")	13,473	13,838	12,834
	TOTAL	45,965	46,383	43,224
	Lines worked by guaranteed companies.			
	Standard gauge.			
XXXV	GREAT INDIAN PENINSULA (h)	1,14,38,227	1,33,58,654	1,24,48,831
XXXVI	BOMBAY, BARODA AND CENTRAL INDIA	36,02,766	38,14,454	38,15,689
XXXVII	MADRÁS	21,72,866	22,93,936	24,04,812
	SOUTH INDIAN	14,10,566	(i)	(i)
	TOTAL	1,86,24,425	1,94,67,044	1,86,69,332

(a) Included with the Rohilkhand-Kumaun (Lucknow-Bareilly section), as the Bareilly-Pilibhit and Lucknow-Sitapur-Seramau railways were taken over by the Rohilkhand-Kumaun railway from the 1st January 1891.

(b) See Lucknow-Sitapur-Seramau.

(c) Shown under lines worked by guaranteed companies.

(d) Includes the Amritsar-Pathankot and Jammu and Kashmir railways.

(e) Includes the metre and special gauge sections.

(f) Included with the Great Indian Peninsula railway.

(g) Includes the Toungoo-Mandalay extension and the Mu Valley State railway.

(h) Includes the Wardha Coal State railway from 1891 and the Dhond-Maumád, Khámgaon, and Amráoti railways from 1890.

(i) See under "State lines worked by companies."

Statement showing the total approximate earnings from the 1st January to the 31st March 1892 as compared with the actuals of the corresponding periods of 1890 and 1891—concl'd.

Serial No.	RAILWAY.	1st January to 31st March 1890.	1st January to 31st March 1891.	1st January to 31st March 1892.
	Assisted companies.	Rs.	Rs.	Rs.
	Standard gauge.			
XXXVIII	DELHI-UMBALLA-KALKA	...	(a) 95,319	2,71,168
XXXIX	TARAKESHWAR	83,117	92,603	83,231
	TOTAL	83,117	1,87,922	3,54,399
	Metre gauge.			
XL	DEOGHUR	92,459	Returns not received.	95,483
XLI	ROHILKHAND-KUMAUN (COMPANY'S SECTION)	1,23,407	82,539	1,35,026
XLII	DIBRU-SADIYA		1,18,363	
	TOTAL	2,15,866	2,00,902	2,30,509
	Special gauges.			
XLV	DARJEELING-HIMALAYAN (2' 0")	}	Returns not received.	
XLVI	THATŌN-DUXINZAIK (2' 6")			
	Lines owned by native states and worked by companies.			
	Standard gauge.			
XLIX	BHOPAL-ITĀRSI (NATIVE STATE SECTION) (b)	1,14,106	1,20,450	1,67,626
L	THE NIZAM'S GUARANTEED STATE (c)	6,99,655	6,90,029	7,59,683
LI	THE GAEKWAR'S PETLĀD	...	12,900	14,325
	TOTAL	8,13,761	8,22,479	9,41,634
	Metre gauge.			
LII	THE GAEKWAR'S MEHSĀNA	12,405	40,357	67,152
LIII	KOLHĀPUR	...	...	21,408
	TOTAL	12,405	40,357	88,560
	Special gauges.			
LIV	THE GAEKWAR'S DABHOI (2' 6")	42,935	51,775	57,744
	Lines owned by native states and worked by state railway agency.			
	Standard gauge.			
LV	RĀJPUTRA-BHĀTINDA	1,03,751	2,04,901	1,26,448
	Lines owned and worked by native states.			
	Metre gauge.			
LIX	JODHPORE	98,580	1,13,279	3,21,087
LX	JODHPORE-BICKANEER	...	...	21,947
LX	BHĀVNĀGAR-GONDAL-JUNĀGARH-PORBANDAR	4,18,571	4,19,451	3,78,879
	TOTAL	5,17,151	5,32,730	7,21,913
	Special gauges.			
LXI	MORVI (2' 6")	59,189	72,371	71,750
	Foreign lines.			
	Metre gauge.			
LXII	WEST OF INDIA PORTUGUESE	}	Returns not received.	
LXIII	PONDICHERY			
	Summary.			
	STANDARD GAUGE	4,59,67,433	4,92,38,534	4,87,58,865
	METRE GAUGE	1,02,75,110	1,33,34,726	1,42,26,412
	SPECIAL GAUGES	1,48,089	1,70,529	1,72,718
	Total of all railways	5,63,90,632	6,27,43,189	6,31,57,995

(a) Total receipts from the 1st to 31st March 1891.
(b) Includes the Bhopal-Itārsi (British section).
(c) Includes the Bezwāda extension.

Statement showing the quantities of the principal commodities carried and the receipts therefrom on the

Classifica- tion No.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED							
		I.—EAST INDIAN (a).				III.—BENGAL-NÁGPUR.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	1,553,285	1,696,164	66,34,540	77,42,592	338,089	361,964	2,50,499	2,79,845
II	Cotton, raw	49,424	25,855	10,89,283	5,31,736	570	1,867	4,242	27,696
III	Cotton, twist and yarn	10,373	12,399	2,24,060	2,44,941	3,784	5,137	35,464	46,022
IV	Cotton piece-goods	65,140	68,718	18,86,735	20,33,023	3,314	4,703	29,378	47,040
V	Drugs and chemicals	5,447	5,463	1,47,864	1,38,269	153	235	1,687	4,586
VI	Dyes and tans	22,665	19,559	3,16,738	3,34,056	4,039	5,911	29,510	43,615
VII	Grains	628,962	9,68,669	37,44,309	61,53,500	136,232	275,218	7,78,351	17,97,409
VIII	Hides and skins	21,820	22,457	3,14,798	3,60,910	1,882	1,418	15,212	12,092
IX	Horns	1,066	1,236	19,383	20,595	24	8	187	58
X	Jute	46,400	74,951	5,00,354	8,71,177	2,529	7,164	16,962	85,277
XI	Lac	15,063	21,773	2,11,654	2,85,380	4,153	7,922	21,958	42,781
XII	Leather, manufactured	1,874	1,951	60,703	61,422	6	11	32	68
XIII	Liquors	7,070	6,429	1,79,965	1,54,551	631	648	2,731	3,349
XIV	Metals	136,806	98,032	18,44,692	14,71,231	11,990	10,992	17,833	44,346
XIV(A)	Military stores	9,806	9,068	420,481	4,04,684	510	404	2,566	2,800
XV	Oils	36,972	45,700	4,45,414	6,37,996	2,059	3,507	9,008	39,044
XVI	Oilseeds	293,097	396,387	21,55,672	32,11,728	32,440	59,163	2,14,831	3,93,625
XVII	Opium	10,094	11,649	2,61,052	2,87,492	...	...	...	...
XVIII	Paper and paste-board	3,560	4,306	59,279	73,889	12	14	72	87
XIX	Provisions	66,357	72,376	11,88,109	12,46,015	2,842	4,418	17,619	33,325
XX	Railway plant and rolling stock	...	...	...	...	...	7,172	...	29,221
XXI	Salt	221,621	232,614	12,63,499	12,55,967	29,246	35,852	1,66,713	2,10,161
XXII	Saltpetre	(b) 27,510	25,513	(b) 3,36,457	3,06,099	100	3	432	13
XXIII	Silk, raw	1,130	876	20,177	15,021	113	205	1,149	3,028
XXIV	Silk piece-goods	200	230	7,744	8,631	1	...	8	...
XXV	Spices	10,936	10,838	2,03,072	1,87,897	743	2,030	5,159	37,315
XXVI	Sugar	169,020	163,937	9,72,801	8,53,444	2,976	5,185	18,197	68,758
XXVII	Stone and lime	142,881	144,812	5,55,732	5,19,883	3,717	12,900	3,584	17,958
XXVIII	Tea	1,182	1,442	29,330	40,517	229	80	1,059	368
XXIX	Timber	(b) 19,927	31,668	(b) 1,04,226	1,57,333	12,234	25,705	59,476	1,02,573
XXX	Tobacco	22,467	25,020	2,78,149	2,99,053	845	1,055	4,712	6,923
XXXI	Umbrellas	393	399	12,757	12,981	19	12	129	85
XXXII	Wool	2,644	2,429	73,358	73,161	17	...	112	...
XXXIII	All other articles of merchandise	196,652	220,329	16,75,277	18,75,386	22,158	28,147	95,443	1,89,007
	TOTAL	3,801,844	4,423,252	2,72,37,961	3,18,75,610	617,657	869,050	18,04,315	35,68,475

(a) Includes the Patna-Gya State railway.
(b) Difference due to revision of figures.
N.B.—The difference in "All other articles of merchandise" in 1890 as compared with the last Administration Report is due to the separation of military stores, &c. This applies to all the railways in this table, except the Burma and the South Indian railways.
N.B.—In cases where the quantity carried is less than a ton, the figures have been omitted. This applies to all the railways in this table.

standard and metre gauge railways during the year 1891 as compared with the previous year.

BY COMPANIES.

IV.—INDIAN MIDLAND (c).				X.—BENGAL AND NORTH WESTERN (d).				XI.—ROHILKHAND-KUMAUN (LUCKNOW-BAREILLY SECTION).				Classification No.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
6,721	6,405	34,484	35,389	16,681	18,868	30,965	41,035	...	20	...	26	I
10,327	11,086	1,45,577	1,46,903	1,016	879	8,744	9,427	87	130	423	826	II
693	1,034	8,993	12,763	1,350	1,676	8,920	11,312	818	862	2,425	3,546	III
6,223	9,498	1,10,183	1,76,198	16,717	16,758	1,20,355	1,23,298	1,220	1,360	4,966	6,838	IV
529	610	8,259	9,059	1,361	1,219	10,474	9,183	183	248	665	1,066	V
2,056	2,256	21,292	22,774	6,460	4,192	43,502	25,484	846	641	2,612	2,763	VI
56,865	139,241	2,46,233	7,74,679	267,891	245,079	8,54,359	8,48,667	49,642	39,835	94,542	72,281	VII
5,456	7,030	54,146	68,663	5,379	5,065	33,607	30,897	514	634	1,191	1,608	VIII
				62	96	765	854	56	71	129	238	IX
2,561	3,812	18,670	29,184	7,683	8,647	32,688	44,980	982	1,132	2,679	3,098	X
...	...	...	...	926	901	2,470	2,809	73	28	182	95	XI
236	278	3,887	5,770	195	289	1,028	1,944	28	26	123	121	XII
1,445	1,585	16,461	18,216	313	348	2,123	2,601	92	119	358	328	XIII
3,153	4,042	33,828	41,660	15,101	7,427	69,597	32,627	1,931	2,107	7,938	7,969	XIV
872	1,132	14,065	17,890	...	...	...	...	1	197	4	1,379	XIV(A)
2,259	2,208	21,432	19,234	5,163	6,524	17,509	24,338	638	1,127	1,510	3,052	XV
25,951	49,253	1,87,854	3,64,264	111,127	123,257	3,73,082	4,23,742	5,333	10,682	10,322	21,276	XVI
102	118	962	918	953	582	11,789	6,107	75	100	553	881	XVII
1,249	1,284	11,565	13,005	321	263	2,014	1,800	29	10	132	41	XVIII
8,687	9,387	1,05,367	1,06,625	7,597	10,599	31,542	48,007	521	962	1,795	4,108	XIX
306	410	5,813	7,618	...	...	...	...	...	...	...	...	XX
16,053	22,073	1,11,314	1,38,452	61,188	67,508	1,35,865	1,49,497	7,046	7,950	14,420	17,388	XXI
...	...	...	...	11,654	10,445	26,669	22,484	95	72	165	186	XXII
...	...	...	...	...	...	...	...	...	...	1	...	XXIII
...	...	...	...	2	19	19	71	...	...	...	...	XXIV
2,731	3,463	32,241	42,206	3,621	4,217	16,971	21,071	700	656	1,872	2,075	XXV
19,345	23,609	1,80,074	2,33,924	18,504	18,584	86,822	83,362	13,572	15,523	33,167	35,981	XXVI
13,951	22,404	37,121	40,441	3,823	5,241	6,616	10,939	562	979	1,118	1,875	XXVII
79	79	1,822	1,941	22	36	154	233	16	18	38	133	XXVIII
5,479	5,773	26,629	17,888	18,484	5,188	32,212	15,202	2,517	5,747	4,972	17,610	XXIX
2,361	2,213	29,886	29,294	18,180	14,569	69,703	79,584	182	606	455	2,037	XXX
...	...	...	...	18	47	161	399	4	3	24	18	XXXI
...	...	...	...	170	205	938	1,740	35	60	160	230	XXXII
6,795	7,487	97,290	1,01,543	29,297	45,097	1,03,985	1,71,019	11,648	14,711	21,661	30,239	XXXIII
202,499	337,770	15,74,448	24,76,501	631,259	623,825	21,35,648	22,44,713	99,446	1,06,616	2,10,602	2,39,012	

(c) Includes the Bhopal-Itarsi State railway.

(d) Includes the Tirhoot State railway.

Statement showing the quantities of the principal commodities carried and the receipts therefrom on the

Classifica- tion No.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED							
		XII.—RAJPUTANA-MALWA.				XIII.—SOUTHERN MAHRATTA (a).			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	5,509	8,161	42,678	75,786	1,460	1,235	5,045	3,174
II	Cotton, raw	71,891	66,789	11,46,442	9,82,474	38,830	44,432	2,57,430	2,98,614
III	Cotton, twist and yarn	3,808	4,459	1,17,525	1,28,632	7,021	7,329	64,314	73,157
IV	Cotton piece-goods	24,106	25,786	5,91,768	6,43,271	6,899	6,829	1,03,702	1,03,576
V	Drugs and chemicals	2,085	2,045	41,957	38,921	391	517	5,435	6,394
VI	Dyes and tans	7,076	9,025	1,18,610	1,40,910	10,537	13,237	61,155	80,977
VII	Grains	272,278	545,947	20,79,473	53,58,707	168,810	205,967	7,21,312	8,03,835
VIII	Hides and skins	4,316	4,720	48,228	51,517	4,052	4,734	30,066	36,490
IX	Horns	...	...	...	...	285	402	2,899	3,925
X	Jute	11,159	14,058	1,01,365	1,30,330	6,205	6,818	38,589	40,055
XI	Lac	...	...	...	...	38	23	245	148
XII	Leather, manufactured	821	726	11,510	11,116	253	253	2,790	2,333
XIII	Liquors	2,790	2,662	35,524	35,281	5,771	5,507	34,780	33,147
XIV	Metals	26,650	27,598	3,41,116	3,67,797	12,267	11,658	1,03,870	1,08,060
XIV (A)	Military stores	7,493	5,926	1,22,623	1,08,014	981	987	12,072	12,144
XV	Oils	7,476	6,959	98,111	80,304	9,793	11,609	49,464	66,263
XVI	Oil seeds	83,099	100,414	4,99,925	5,66,682	41,352	39,210	1,98,226	1,95,597
XVII	Opium	2,064	3,266	37,071	60,176	2	2	61	67
XVIII	Paper and paste-board	...	...	...	...	334	376	4,057	5,139
XIX	Provisions	35,205	36,349	4,06,940	3,79,209	30,488	29,945	2,34,652	2,23,767
XX	Railway plant and rolling stock	67,047	18,538	3,78,286	1,23,962	1,145	46,939	10,239	78,222
XXI	Salt	190,166	212,100	18,35,700	20,39,544	25,333	30,556	1,19,834	1,74,908
XXII	Saltpetre	10,794	11,041	66,356	70,209	215	146	1,122	878
XXIII	Silk, raw	184	247	12,123	14,760	278	265	4,476	4,215
XXIV	Silk piece-goods					20	12	268	128
XXV	Spices	9,322	9,817	1,28,401	1,16,465	15,257	19,174	1,19,250	1,66,296
XXVI	Sugar	118,058	130,917	13,75,543	15,67,051	26,521	22,244	1,82,606	1,46,749
XXVII	Stone and lime	15,304	22,321	59,061	82,321	12,355	11,601	32,602	31,905
XXVIII	Tea	783	809	28,313	27,861	30	22	548	330
XXIX	Timber	18,640	17,713	1,04,566	97,371	39,970	35,850	1,24,297	1,20,765
XXX	Tobacco	12,429	13,216	2,17,773	2,24,345	5,584	4,845	58,749	46,388
XXXI	Umbrellas	...	...	...	...	75	34	981	685
XXXII	Wool	5,302	6,009	1,15,386	1,27,711	891	846	10,512	11,210
XXXIII	All other articles of merchandise	77,785	111,080	7,73,416	10,00,340	18,023	23,310	1,29,768	1,57,651
	TOTAL	1,093,640	1,419,198	1,09,38,730	1,46,51,067	491,466	586,914	27,35,416	30,37,192

(a) Includes the Southern Mahratta railway, Mysore section, and the Kollhapur State railway.

standard and metre gauge railways during the year 1891 as compared with the previous year—contd.

BY COMPANIES—concl'd.				STATE LINES WORKED BY THE STATE.								Classification No.
XV.—SOUTH INDIAN (b).				XIX.—NORTH WESTERN (c).				XXI.—ODDH AND ROHILKHAND.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
945	1,141	2,236	3,003	38,514	17,196	2,52,559	52,104	36,830	46,382	2,29,830	2,70,374	I
15,556	15,481	72,459	80,217	19,476	21,591	3,90,129	3,16,775	7,250	6,483	77,819	66,265	II
5,888	5,685	63,595	55,970	3,943	4,230	97,926	97,106	4,616	5,336	38,845	44,750	III
9,653	9,044	1,21,702	1,24,666	28,298	31,541	7,80,418	8,34,770	11,157	12,841	89,470	1,03,077	IV
2,309	1,876	15,170	14,364	14,051	15,641	2,10,360	2,14,779	1,664	1,397	14,656	13,354	V
7,232	7,552	32,356	35,396	9,939	10,335	1,95,599	1,80,463	5,102	6,266	38,283	43,868	VI
203,462	241,160	7,93,296	8,65,635	709,690	1,069,333	61,04,721	96,94,135	226,436	313,843	8,02,505	13,12,416	VII
5,381	6,570	48,073	55,508	8,948	10,778	1,11,400	1,23,905	6,091	7,618	40,296	54,621	VIII
166	210	1,637	2,233	...	271	...	3,316	525	704	4,139	5,092	IX
4,511	4,944	29,712	35,643	23,090	31,706	1,66,506	2,11,620	6,928	8,874	31,522	43,305	X
244	234	1,737	1,787	...	...	...	...	335	228	2,217	1,392	XI
36	59	396	508	2,533	2,655	53,190	52,390	319	473	3,161	4,520	XII
3,319	3,515	16,672	16,204	13,454	11,558	2,31,982	2,02,128	4,169	3,468	44,746	37,842	XIII
28,766	21,985	1,22,578	1,26,258	35,639	42,459	6,18,868	7,66,166	26,342	25,274	1,54,731	1,46,938	XIV
...	...	...	...	17,124	32,105	3,95,354	4,76,018	2,818	2,632	28,666	26,405	XIV(A)
12,589	14,096	54,980	65,768	18,865	17,428	3,42,684	3,05,386	8,072	10,097	51,921	65,428	XV
72,387	83,978	1,72,678	2,01,242	55,209	68,853	3,45,326	5,26,157	37,766	59,235	1,39,857	2,31,345	XVI
...	...	...	...	24	37	291	274	660	736	20,529	23,762	XVII
477	361	6,328	5,225	...	...	...	...	1,616	1,652	9,066	9,663	XVIII
32,682	36,290	1,71,823	1,76,349	50,716	52,320	7,44,381	7,12,166	9,529	9,374	70,226	71,275	XIX
...	...	...	...	90,433	4,760	8,56,476	39,613	...	15	...	47	XX
54,085	57,347	1,63,771	1,76,803	96,645	94,970	6,12,741	6,08,783	74,012	77,788	3,11,155	3,25,024	XXI
562	464	2,425	2,542	1,427	1,194	16,911	12,643	1,620	1,415	7,331	5,976	XXII
104	139	1,384	1,640	265	298	5,240	5,186	3	2	41	23	XXIII
6	4	47	40	51	63	1,320	1,722	16	22	70	117	XXIV
1,102	1,105	7,541	6,302	7,529	8,079	1,08,252	1,05,170	2,815	2,895	24,257	21,631	XXV
53,740	56,840	2,24,657	2,21,631	123,077	147,947	11,47,564	14,34,945	141,918	136,611	6,67,803	5,88,364	XXVI
148,703	145,968	1,49,722	1,28,077	212,232	381,974	5,43,253	6,63,616	15,027	18,160	33,873	34,471	XXVII
148	197	660	852	2,627	3,021	54,727	60,740	445	638	5,377	8,473	XXVIII
47,636	53,655	82,402	78,190	88,016	101,092	2,42,140	3,03,395	18,948	20,584	72,345	68,018	XXIX
5,396	5,515	34,788	33,440	7,805	8,935	91,101	1,02,967	4,266	6,920	17,908	28,783	XXX
88	36	363	285	...	...	...	...	46	40	445	466	XXXI
165	156	1,853	1,740	12,199	16,415	4,01,508	5,66,209	422	389	4,613	4,252	XXXII
82,557	90,998	3,71,571	3,99,886	94,654	101,167	12,53,850	12,13,577	75,514	85,414	3,35,448	3,62,539	XXXIII
7,99,895	8,67,205	27,68,611	29,17,404	1,786,473	2,309,952	1,63,76,782	1,98,88,230	733,277	873,806	33,73,151	40,23,876	

(b) Includes the Pondicherry railway.

(c) Includes the Amritsar-Pathankot and the Jammu and Kashmir railways.

Statement showing the quantities of the principal commodities carried and the receipts therefrom on the

Classifica- tion No.	DESCRIPTION OF COMMODITY.	STATE LINES WORKED							
		XXII.—EASTERN BENGAL.				XXIII.—BENGAL CENTRAL.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	76,695	107,743	1,22,523	1,50,445	22,659	22,022	19,118	19,050
II	Cotton, raw	5,596	3,178	14,895	7,500	25	2	53	2
III	Cotton, twist and yarn	...	...	...	...	...	...	...	...
IV	Cotton piece-goods	34,796	37,167	3,44,799	3,33,697	3,262	4,112	8,610	10,250
V	Drugs and chemicals	...	...	...	...	...	...	...	...
VI	Dyes and tans	...	...	...	...	...	...	...	...
VII	Grains	179,019	192,364	6,20,278	642,968	3,296	8,485	4,849	14,279
VIII	Hides and skins	11,042	13,702	49,003	65,721	301	494	779	1,226
IX	Horns	...	...	...	...	...	...	...	...
X	Jute	358,234	363,031	31,93,448	32,05,225	12,529	14,435	39,313	45,477
XI	Lac	...	...	...	...	...	...	...	...
XII	Leather, manufactured	...	...	...	...	...	...	...	...
XIII	Liquors	...	...	...	...	...	...	...	...
XIV	Metals	14,580	13,188	1,58,891	1,30,898	838	809	2,005	1,751
XIV (A)	Military stores	344	728	2,476	3,812	156	163	196	199
XV	Oils	16,612	24,804	76,284	1,04,667	3,061	2,728	5,382	4,478
XVI	Oilseeds	36,696	46,513	1,21,305	1,41,411	4,501	8,377	6,239	13,820
XVII	Opium	...	...	...	...	...	...	...	...
XVIII	Paper and paste-board	...	...	...	...	...	...	14	...
XIX	Provisions	20,019	24,503	96,532	1,04,570	10,303	12,955	31,277	35,837
XX	Railway plant and rolling stock	...	...	...	...	...	...	...	...
XXI	Salt	54,580	58,255	2,57,678	2,70,570	3,427	3,985	4,575	5,531
XXII	Saltpetre	...	...	...	...	...	...	...	...
XXIII	Silk, raw	...	...	...	...	...	...	...	...
XXIV	Silk piece-goods	...	...	...	...	...	...	...	...
XXV	Spices	...	...	...	...	...	...	...	...
XXVI	Sugar	19,418	22,507	79,882	83,536	4,392	7,914	9,904	18,250
XXVII	Stone and lime	...	...	...	...	...	...	...	...
XXVIII	Tea	15,919	24,118	4,20,247	5,58,382	...	...	...	...
XXIX	Timber	23,248	3,106	39,904	16,870	18	...	43	...
XXX	Tobacco	17,002	20,423	1,80,919	2,16,552	730	1,108	982	2,218
XXXI	Umbrellas	...	...	...	...	...	...	...	...
XXXII	Wool	...	...	...	...	...	...	...	...
XXXIII	All other articles of merchandise	86,309	113,281	5,47,926	5,73,785	12,394	15,336	25,493	28,454
	TOTAL	970,109	1,068,611	63,27,490	66,10,609	81,892	102,925	1,58,818	2,00,822

standard and metre gauge railways during the year 1891 as compared with the previous year—contd.

BY THE STATE—concl'd.								LINES WORKED BY GUARANTEED COMPANIES.					
XXIV.—CALCUTTA PORT COMMISSIONER'S.				XXX.—BURMA (a).				XXXV.—GREAT INDIAN PENINSULA (b).				Classification No.	
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.			
Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.		
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
...	...	...	...	109	7	1,248	37	88,014	87,281	1,90,340	2,22,817	I	
...	...	...	...	96	216	1,125	1,064	198,788	196,656	56,58,272	55,78,842	II	
...	...	...	...	2,772	2,273	34,018	27,457	13,291	14,808	3,07,403	3,85,126	III	
...	...	...	...	3,114	2,216	47,641	30,357	32,181	34,113	10,00,392	10,60,916	IV	
...	...	...	...	...	...	...	...	12,073	12,577	1,44,979	1,57,293	V	
...	...	...	...	7,067	6,620	38,902	41,547	26,339	29,021	3,95,876	4,26,560	VI	
...	...	...	...	206,381	225,936	8,61,786	9,61,881	550,800	910,656	67,79,953	1,10,08,764	VII	
...	...	...	...	1,075	429	5,642	6,138	10,069	10,371	2,44,890	2,52,660	VIII	
...	...	...	...	...	...	...	...	12,810	16,135	82,628	78,949	IX	
...	...	...	...	2,569	3,113	15,904	19,156	22,353	27,232	3,34,896	3,95,116	X	
Informations not furnished.	...	...	...	...	...	...	...	750	496	13,839	6,062	XI	
	...	...	...	...	...	...	...	1,456	1,615	27,130	28,706	XII	
	...	...	...	...	...	...	...	9,210	8,349	1,38,734	1,35,985	XIII	
	...	...	...	1,068	1,346	16,251	21,286	42,301	42,044	6,93,742	6,85,365	XIV	
	...	...	...	2,756	2,902	23,402	29,027	6,639	9,258	1,39,004	2,46,576	XIV(A)	
	...	...	...	...	...	...	...	38,502	38,127	7,07,784	6,70,334	XV	
	...	...	...	4,280	5,019	43,504	53,181	249,860	380,589	33,72,758	51,84,208	XVI	
	...	...	...	1,408	2,098	5,981	7,493	625	1,896	36,564	1,03,217	XVII	
	...	...	...	...	...	...	...	4,052	3,865	1,06,568	1,03,799	XVIII	
	...	...	...	30,339	37,723	2,59,805	3,26,562	97,968	126,829	15,47,583	19,71,605	XIX	
...	...	...	...	...	...	...	...	54,221	16,995	7,10,921	2,35,471	XX	
...	...	...	...	9,121	9,692	74,145	62,081	126,257	135,433	15,73,488	16,95,490	XXI	
...	...	...	...	2	2	5	22	...	...	...	...	XXII	
...	...	...	...	209	196	5,041	5,273	35	32	1,638	1,289	XXIII	
...	...	...	...	46	48	1,688	1,760	371	374	9,741	10,463	XXIV	
...	...	...	...	...	...	...	...	20,733	22,130	3,50,576	4,05,439	XXV	
...	...	...	...	3,744	4,562	25,122	32,381	64,142	64,872	9,49,340	9,74,453	XXVI	
...	...	...	...	4,542	6,279	11,834	15,544	31,616	14,836	1,24,985	98,132	XXVII	
...	...	...	...	577	1,096	5,145	8,508	208	175	6,174	5,184	XXVIII	
...	...	...	...	81,887	89,953	2,67,480	2,50,312	109,167	96,717	4,56,893	4,77,219	XXIX	
...	...	...	...	1,792	1,697	19,843	16,208	10,088	9,140	1,26,958	1,14,531	XXX	
...	...	...	...	...	...	...	...	327	271	8,977	7,939	XXXI	
...	...	...	...	...	...	...	...	1,253	1,558	27,381	37,782	XXXII	
...	...	...	...	27,288	34,745	2,84,687	2,25,595	48,418	57,758	7,60,870	8,63,530	XXXIII	
...	...	...	...	392,242	438,068	20,50,199	21,42,870	1,884,917	2,372,209	2,70,01,277	3,36,79,822		

(a) Includes the Toungoo-Mandalay extension and the Mu Valley State railways.
(b) Includes the Wardha Coal, Dhond-Manmad, Khamgaon and Amraoti State railways.

Statement showing the quantities of the principal commodities carried and the receipts therefrom, on the

Classifica- tion No.	DESCRIPTION OF COMMODITY.	LINES WORKED BY GUARANTEED COMPANIES—concl'd.							
		XXXVI.—BOMBAY, BARODA AND CENTRAL INDIA.				XXXVII.—MADRAS.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	24,416	35,676	1,38,023	2,01,381	15,206	34,421	77,638	1,61,153
II	Cotton, raw	134,989	110,478	17,41,304	12,92,563	29,147	22,459	3,65,908	2,80,937
III	Cotton, twist and yarn	6,109	6,839	80,169	97,517	8,659	8,179	99,948	90,661
IV	Cotton piece-goods	20,630	21,248	4,47,795	4,63,164	8,484	7,012	1,19,575	1,01,959
V	Drugs and chemicals	2,940	2,931	41,366	41,123	1,931	2,204	23,923	23,927
VI	Dyes and tans	4,016	5,364	85,175	96,525	18,560	22,063	1,58,843	1,80,582
VII	Grains	121,594	318,598	725,322	20,71,980	228,963	287,148	10,96,066	14,15,899
VIII	Hides and skins	2,830	3,212	37,660	43,295	18,019	20,030	2,41,559	2,43,587
IX	Horns	..	..	..	..	165	237	1,618	2,248
X	Jute	6,166	6,627	51,459	57,504	7,225	7,265	61,228	64,386
XI	Lac	..	..	..	..	147	134	1,329	1,229
XII	Leather, manufactured	204	458	4,006	7,697	2,044	2,441	29,190	35,903
XIII	Liquors	3,002	2,752	34,410	33,696	7,596	6,933	78,330	65,911
XIV	Metals	29,949	31,919	3,95,771	4,07,047	17,574	15,410	1,72,341	1,51,254
XIV (A)	Military stores	992	648	26,633	21,753	(a) 1,353	1,640	(a) 55,099	82,683
XV	Oils	9,068	8,153	1,08,883	93,607	12,973	13,380	79,048	89,873
XVI	Oil seeds	55,949	62,467	4,48,971	5,42,609	57,326	49,387	2,03,355	1,85,740
XVII	Opium	273	287	9,490	9,811	1	..	35	..
XVIII	Paper and paste-board	..	..	..	..	291	303	4,793	5,035
XIX	Provisions	41,374	46,768	3,72,127	4,22,776	76,810	70,986	4,99,932	5,24,239
XX	Railway plant and rolling stock	63,673	27,168	2,77,565	1,46,470	24,611	13,463	1,80,672	1,51,918
XXI	Salt	125,573	134,923	4,33,886	4,32,257	63,166	58,156	3,93,844	3,39,247
XXII	Saltpetre	1,100	1,201	10,566	10,584	262	179	2,382	1,641
XXIII	Silk, raw	401	472	11,963	13,885	57	62	1,173	1,223
XXIV	Silk piece-goods	..	..	..	..	136	135	2,396	2,217
XXV	Spices	7,372	7,946	1,08,312	1,09,952	2,967	3,672	25,814	32,987
XXVI	Sugar	44,097	41,017	5,19,017	4,71,290	33,557	28,701	2,76,192	1,86,778
XXVII	Stone and lime	22,195	29,334	61,543	75,677	17,770	26,748	43,237	58,737
XXVIII	Tea	836	855	13,287	13,468	(a) 319	334	(a) 6,916	8,293
XXIX	Timber	26,405	30,715	1,73,959	2,08,234	35,494	34,656	2,11,223	2,03,321
XXX	Tobacco	18,743	17,693	1,36,048	1,29,086	12,558	10,806	88,387	88,745
XXXI	Umbrellas	..	..	..	..	18	9	288	148
XXXII	Wool	5,175	5,116	1,19,671	1,19,791	503	573	6,689	6,309
XXXIII	All other articles of merchandise	208,972	232,673	11,24,493	11,36,620	(a) 152,594	106,009	(a) 5,28,919	5,22,625
	TOTAL	989,043	1,193,588	77,38,879	87,71,367	856,491	855,185	51,37,890	53,11,395

(a) Since altered by line authorities.
(b) This line was opened for traffic in 1891.

standard and metre gauge railways during the year 1891 as compared with the previous year—contd.

ASSISTED COMPANIES.												
XXXVIII.—DELHI-UMBALLA-KALKA.				XXXIX.—TARAKESHWAR.				XL.—DROGHDA (c).				Classification No.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
(b)		(b)										
...	2,500	...	8,655	1,921	1,562	1,481	919	...	...	...	...	I
...	199	...	1,302	8	1	6	4	...	...	...	...	II
...	417	...	3,607	13	13	30	24	...	...	...	...	III
...	3,067	...	32,346	48	108	86	205	...	...	...	...	IV
...	385	...	3,972	55	40	79	70	...	...	...	...	V
...	296	...	2,577	2	4	3	4	...	...	...	...	VI
...	16,708	...	70,925	4,009	3,885	4,155	4,328	...	...	...	...	VII
...	204	...	1,422	35	40	41	42	...	...	...	...	VIII
...	29	...	181	1	3	1	3	...	...	...	...	IX
...	4,316	...	21,924	2,648	1,696	2,679	2,441	...	...	...	...	X
...	21	...	153	8	8	13	11	...	...	...	...	XI
...	232	...	2,850	...	...	...	1	...	...	...	...	XII
...	518	...	4,755	...	...	1	...	...	...	...	...	XIII
...	4,187	...	21,813	137	200	194	255	...	...	...	...	XIV
...	2,101	...	20,719	...	...	...	...	...	...	...	...	XIV(A)
...	834	...	4,104	517	498	440	605	...	...	...	...	XV
...	500	...	2,447	1,456	1,304	1,290	1,215	...	...	...	...	XVI
...	4	...	41	...	...	...	...	...	...	...	...	XVII
...	197	...	1,519	21	17	31	31	...	...	...	...	XVIII
...	2,202	...	15,681	3,036	4,394	2,718	3,935	...	...	...	...	XIX
...	...	...	...	...	...	...	...	...	...	...	...	XX
...	842	...	2,141	1,033	1,034	1,000	1,051	...	...	...	...	XXI
...	191	...	619	(d)	...	(d)	...	...	...	...	...	XXII
...	206	...	2,329	...	...	...	...	...	...	...	...	XXIII
...	5	...	62	...	...	...	...	...	...	...	...	XXIV
...	511	...	4,311	33	27	62	58	...	...	...	...	XXV
...	3,373	...	11,653	255	179	241	190	...	...	...	...	XXVI
...	3,571	...	11,872	755	632	329	310	...	...	...	...	XXVII
...	76	...	647	...	...	...	1	...	...	...	...	XXVIII
...	521	...	2,032	90	86	99	90	...	...	...	...	XXIX
...	792	...	5,198	61	89	86	134	...	...	...	...	XXX
...	18	...	168	...	...	...	...	...	...	...	...	XXXI
...	192	...	2,118	1	1	1	2	...	...	...	...	XXXII
...	10,481	...	81,620	3,597	4,133	(c) 3,312	4,146	...	...	...	...	XXXIII
...	59,822	...	3,19,096	19,140	19,651	18,138	20,105	...	...	...	...	

(c) No record.

(d) 92 tons and Rs. 79 shown under "Salt petre" in the previous return have been included under "All other articles of merchandise" by line authorities.

Statement showing the quantities of the principal commodities carried and the receipts therefrom on the

Classifi- cation No.	DESCRIPTION OF COMMODITY.	ASSISTED COMPANIES.							
		XLI.--ROHILKHAND-KUMAUN (COMPANY'S SECTION).				XLII.--DIBRU-SADIYA.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	...	16	...	41	139,759	148,485	2,79,008	2,14,697
II	Cotton, raw	2	4	10	19	...	...	...	...
III	Cotton, twist and yarn	13	6	42	22	2	4	35	49
IV	Cotton piece-goods	176	187	1,398	1,283	19	15	382	124
V	Drugs and chemicals	39	98	251	522	135	248	876	1,429
VI	Dyes and tans	16	17	104	97	1	...	22	4
VII	Grains	15,321	9,839	19,450	13,623	7,398	8,672	52,976	59,097
VIII	Hides and skins	109	120	257	275	...	...	9	7
IX	Horns	6	5	18	17	...	...	...	...
X	Jute	209	178	865	648	108	163	1,643	2,671
XI	Lac	...	...	1	...	...	...	...	...
XII	Leather, manufactured	21	20	143	119	1	2	35	53
XIII	Liquors	1,009	859	4,853	4,192	122	146	1,573	2,036
XIV	Metals	495	1,259	3,418	7,100	2,520	2,099	20,304	15,227
XIV(A)	Military stores	426	411	2,745	2,647	...	...	...	...
XV	Oils	257	292	1,268	1,082	308	388	3,389	3,995
XVI	Oilseeds	2,490	2,410	4,978	4,394	...	...	...	...
XVII	Opium	3	1	21	7	...	...	...	...
XVIII	Paper and paste-board	8	5	57	29	4	5	32	31
XIX	Provisions	2,405	2,644	11,309	14,748	346	512	4,329	6,201
XX	Railway plant and rolling stock	...	...	...	...	...	...	...	...
XXI	Salt	1,156	1,395	3,643	4,057	219	203	1,424	1,597
XXII	Saltpetre	...	...	...	1	...	...	...	...
XXIII	Silk, raw	...	...	1	...	...	...	11	...
XXIV	Silk piece-goods	...	...	...	...	...	...	...	...
XXV	Spices	81	175	404	733	10	1	173	36
XXVI	Sugar	748	747	1,453	1,362	80	70	1,238	1,137
XXVII	Stone and lime	1,643	798	2,268	1,331	590	1,132	2,792	3,548
XXVIII	Tea	229	225	1,090	1,116	4,330	4,416	36,386	37,963
XXIX	Timber	2,786	3,080	5,468	6,232	2,297	4,169	3,029	8,532
XXX	Tobacco	106	139	498	589	46	55	716	894
XXXI	Umbrellas	1	2	9	10	6	9	117	173
XXXII	Wool	22	20	172	132	...	...	...	...
XXXIII	All other articles of merchandise	6,111	6,797	11,343	13,514	3,420	5,598	24,412	31,375
	TOTAL	35,878	31,749	77,537	79,942	161,721	176,392	4,34,911	3,90,876

standard and metre gauge railways during the year 1891 as compared with the previous year—contd.

LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.												Classification No.
L.—THE NIZAM'S GUARANTEED STATE (a).				LI.—THE GARHWAR'S PETLAD.				LII.—THE GARHWAR'S MEHSANA.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
75,448	98,337	4,71,896	5,68,682	...	...	...	...	...	7	...	13	I
836	462	11,590	5,903	92	727	145	1,125	14	503	25	1,648	II
1,342	1,474	18,919	20,637	212	319	266	386	49	522	79	1,485	III
2,557	2,619	40,823	39,228	205	338	282	460	205	459	351	962	IV
352	577	4,314	5,896	70	116	59	106	13	29	17	76	V
2,118	2,849	17,526	25,515	26	63	36	78	168	208	303	397	VI
45,146	35,837	2,73,305	1,67,855	657	1,050	477	694	3,064	9,442	2,246	14,434	VII
1,832	2,154	15,690	17,680	38	55	46	66	34	47	46	107	VIII
1,209	916	4,414	4,595	...	...	...	...	...	...	...	...	IX
1,519	1,847	12,395	13,952	31	91	35	89	150	273	195	470	X
23	38	275	277	...	...	...	...	...	...	...	...	XI
70	101	983	1,316	1	7	2	8	22	24	39	65	XII
2,043	1,926	16,733	14,683	47	55	76	83	1	2	1	5	XIII
4,051	4,684	42,782	52,209	78	136	100	156	574	777	538	1,032	XIV
659	753	10,247	12,366	...	...	...	...	...	...	...	1	XIV(A)
2,200	2,545	17,586	24,127	32	102	38	116	248	402	261	1,080	XV
39,209	54,300	1,94,942	2,77,056	221	287	140	175	4,151	7,493	2,558	5,930	XVI
4	7	182	279	1	1	1	3	...	15	...	74	XVII
446	456	5,728	5,427	...	...	...	...	...	...	...	...	XVIII
7,802	9,093	90,205	1,06,933	244	658	247	644	275	581	279	899	XIX
...	...	...	...	...	...	...	...	...	3,833	...	4,784	XX
24,369	26,967	1,16,311	1,33,117	96	662	82	563	616	26,873	596	37,237	XXI
43	58	333	332	4	3	4	4	144	484	200	652	XXII
4	...	61	6	3	4	5	7	...	4	...	13	XXIII
5	8	123	173	...	...	...	...	...	...	...	...	XXIV
2,554	2,945	18,669	24,788	72	177	104	172	58	123	61	197	XXV
3,402	4,237	26,244	36,743	388	431	353	317	1,409	3,592	1,310	5,784	XXVI
8,520	6,278	40,479	28,481	1,268	10,466	807	6,005	144	1,364	119	1,942	XXVII
21	24	303	335	...	...	1	2	...	...	...	2	XXVIII
13,828	17,798	51,634	77,726	482	929	428	793	365	1,067	276	1,068	XXIX
1,537	1,379	23,569	21,291	2,957	5,697	3,370	6,291	113	231	155	359	XXX
30	23	389	298	...	...	...	...	...	...	...	...	XXXI
237	264	2,728	3,017	4	13	8	27	27	74	72	208	XXXII
4,995	5,617	49,768	51,117	852	1,553	940	1,154	1,906	4,671	1,588	6,897	XXXIII
248,411	286,573	15,81,196	17,42,040	8,081	23,940	8,052	19,524	13,750	63,105	11,315	87,821	

(a) Includes the Bezwada extension.

Statement showing the quantities of the principal commodities carried and the receipts therefrom on

Classification No.	DESCRIPTION OF COMMODITY.	LINES OWNED BY NATIVE STATES AND WORKED BY STATE							
		LV.—RÁJPURA-BHÁTINDA.				JODHPORE.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previ- ous year.	1891.	Previ- ous year.	1891.	Previ- ous year.	1891.	Previ- ous year.	1891.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	5,860	1,012	1,457	1,120	47	916	152	5,426
II	Cotton, raw	65	214	281	915	44	66	471	965
III	Cotton, twist and yarn	39	55	167	146	19	38	158	417
IV	Cotton piece-goods	402	490	2,601	2,111	1,179	1,092	7,018	7,840
V	Drugs and chemicals	239	336	1,016	1,413	140	131	946	968
VI	Dyes and tans	259	271	971	1,036	240	267	1,693	2,176
VII	Grains	62,395	97,835	3,21,234	2,75,242	4,025	35,778	11,295	1,42,538
VIII	Hides and skins	115	111	271	334	167	225	1,156	1,779
IX	Horns	...	...	...	...	...	...	...	...
X	Jute	998	1,773	3,735	6,800	378	524	3,439	4,656
XI	Lac	...	...	...	...	...	...	...	...
XII	Leather, manufactured	48	46	143	174	52	50	528	578
XIII	Liquors	388	372	1,582	1,435	15	14	165	218
XIV	Metals	1,912	1,772	3,965	4,147	784	1,017	4,307	6,928
XIV(A)	Military stores	712	1,375	9,216	16,048	7	4	73	71
XV	Oils	339	365	913	704	124	315	951	2,297
XVI	Oilseeds	843	2,280	2,003	5,622	157	1,045	679	3,762
XVII	Opium	5	14	59	184	73	68	814	699
XVIII	Paper and paste-board	...	...	...	...	...	...	...	...
XIX	Provisions	2,831	4,128	9,392	9,630	1,014	1,337	7,149	11,607
XX	Railway plant and rolling stock	24,580	...	15,493	...	...	...	...	...
XXI	Salt	975	1,434	907	1,795	10,393	8,083	49,890	38,114
XXII	Saltpetre	47	93	78	197	64	66	392	471
XXIII	Silk, raw	7	3	12	13	1	...	8	1
XXIV	Silk piece-goods	...	...	3	1				
XXV	Spices	462	401	697	620	262	217	2,137	1,685
XXVI	Sugar	6,513	12,063	16,804	39,981	6,193	6,117	39,804	42,307
XXVII	Stone and lime	2,373	5,944	3,192	6,730	2,174	1,174	3,612	2,360
XXVIII	Tea	5	5	21	15	1	1	9	8
XXIX	Timber	4,487	5,050	9,154	9,577	2,713	1,191	10,556	4,507
XXX	Tobacco	99	157	291	432	642	721	3,811	5,114
XXXI	Umbrellas	...	...	...	...	...	...	...	...
XXXII	Wool	214	185	879	616	1,752	1,675	10,106	11,791
XXXIII	All other articles of merchandise	4,717	3,451	7,949	7,519	4,709	6,176	17,274	23,423
	TOTAL	122,009	141,105	3,15,122	3,31,577	37,861	68,354	1,51,810	3,22,739

the standard and metre gauge railways during the year 1891 as compared with the previous year—concl'd.

RAILWAY AGENCY.				LINES OWNED AND WORKED BY NATIVE STATES.				FOREIGN LINES.				Classifi- cation No.
LIX.—JODHPORE-BICKANEER (a).				LX.—BHÁVNAGAR-GONDAL-JUNÁGARH- POREBANDAR.				LXII.—WEST OF INDIA PORTUGUESE.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	Previous year.	1891.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	2,252	2,479	6,603	7,710	6,171	2,633	8,745	7,843	I
...	1	...	8	28,842	20,705	2,37,937	1,70,259	14,858	19,517	58,569	73,531	II
...	...	...	2	418	421	3,418	3,252	735	864	3,203	3,769	III
...	8	...	58	1,567	1,465	12,943	12,015	451	443	2,391	2,417	IV
...	1	...	4	117	72	1,033	875	19	27	101	133	V
...	2	...	11	679	986	4,460	6,652	12	23	64	135	VI
...	1,216	...	2,057	26,563	25,364	1,01,405	1,00,136	25,434	33,140	81,076	1,04,809	VII
...	1	...	7	265	315	2,266	2,674	24	21	60	74	VIII
...	...	...	...	14	27	99	197	...	...	...	...	IX
...	1	...	4	1,329	1,023	6,817	5,233	20	11	77	42	X
...	...	...	...	13	13	111	95	...	...	...	...	XI
...	1	...	5	84	44	733	398	...	...	...	...	XII
...	...	...	2	65	57	850	712	198	372	773	1,444	XIII
...	8	...	40	2,486	2,726	16,417	18,863	767	1,154	2,995	4,402	XIV
...	1	...	7	...	...	...	...	...	...	...	...	XIV(A)
...	9	...	45	3,122	3,165	16,065	16,655	4,100	4,628	13,066	13,501	XV
...	20	...	27	7,373	7,600	26,907	25,967	14,842	11,158	50,042	36,545	XVI
...	...	...	...	17	15	361	323	...	...	...	...	XVII
...	...	...	...	77	75	732	705	...	...	...	...	XVIII
...	32	...	165	7,343	8,808	43,188	53,277	38	21	166	81	XIX
...	...	...	...	...	...	...	...	...	...	...	...	XX
...	...	...	...	4,253	4,714	7,533	8,884	8,194	14,576	22,333	37,950	XXI
...	...	...	...	15	21	127	213	...	7	...	27	XXII
...	...	...	...	1	2	20	49	1	1	9	6	XXIII
...	...	...	...	1	2	16	31	...	...	...	...	XXIV
...	1	...	7	662	216	4,498	1,545	171	170	711	764	XXV
...	13	...	66	8,748	6,955	42,945	33,607	672	412	2,174	1,421	XXVI
...	10	...	36	8,311	18,143	9,680	16,300	1,494	2,435	606	985	XXVII
...	...	...	...	2	3	47	36	13	11	50	41	XXVIII
...	...	...	...	11,805	11,070	66,372	61,106	471	364	1,400	1,102	XXIX
...	2	...	9	596	620	3,899	4,229	290	463	1,075	1,635	XXX
...	...	...	...	15	10	132	117	...	...	...	...	XXXI
...	4	...	26	331	294	1,949	1,551	29	26	135	142	XXXII
...	26	...	172	4,227	7,394	33,917	36,054	8,548	13,561	28,719	39,640	XXXIII
...	1,357	...	2,758	121,593	124,804	6,53,480	5,89,720	87,552	106,043	2,78,590	3,32,439	

(a) The line was opened for traffic in 1891.

Circular No. 17 Railway, dated Simla, the 30th October 1891.

RESOLUTION—By the Government of India, Public Works Department.

Rates for the carriage of coal for the general public, and of railway materials and stores, including coal, whether for state or other railways.

Read—

Letter from the Director General of Railways, No. 436-T., dated 18th June 1886, to the Government of India in the Public Works Department.

Public Works Department Circular No. XIV Railway, dated 21st July 1886.

Despatch from the Secretary of State for India, No. 84 Railway, dated 19th July 1888, and its enclosure.

Despatch from the Secretary of State for India, No. 142 Railway, dated 6th December 1888, and its enclosure.

Despatch to the Secretary of State for India, No. 71 Railway, dated 23rd May 1889, and its enclosure.

Public Works Department letter No. 0297 R. T., dated 14th March 1890, to the Consulting Engineer to the Government of India for Railways, Calcutta, and the letter to which it is a reply.

Public Works Department letter No. 661 R. T., dated 27th September 1890, to the Consulting Engineer to the Government of India for Railways, Calcutta, and the letter to which it is a reply.

Schedule B of rates for the carriage over the Bengal and North Western railway system of railway stores and materials appended to Public Works Department letter No. 742 R. T., dated 18th October 1890, as modified by paragraph 8 of Public Works Department letter No. 421 R. T., dated 29th May 1891, to the Consulting Engineer to the Government of India for Railways, Lucknow.

Despatch to the Secretary of State for India, No. 117 Railway, dated 22nd October 1890, and its enclosure.

Schedule C of rates for the carriage over the undertaking worked by the Rohilkhand-Kumaun railway of railway stores and materials appended to Public Works Department letter No. 125 R. T., dated 13th March 1891, as modified by Public Works Department letter No. 350 R. T., dated 9th May 1891, to the Consulting Engineer to the Government of India for Railways, Lucknow.

Schedule C of rates for the carriage over the Bengal-Nagpur railway system of railway stores and materials appended to Public Works Department letter No. 182 R. T., dated 9th April 1891, to the Consulting Engineer to the Government of India for Railways, Central Division.

Schedule C of rates for the carriage over the Indian Midland railway system of railway stores and material appended to Public Works Department letter No. 380 R. T., dated 15th May 1891, to the Consulting Engineer to the Government of India for Railways, Central Division.

Schedule C of rates for the carriage over the Southern Mahratta railway system of railway stores and materials appended to Public Works Department letter No. 491 R. T., dated 23rd June 1891, to the Government of Bombay.

Read also—

Despatch from the Secretary of State for India, No. 97 Railway, dated 3rd September 1891, and its enclosure.

Public Works Department letter No. 794 R. T., dated 5th October 1891, to the Consulting Engineer to the Government of India for Railways, Calcutta.

Public Works Department letter No. 795 R. T., dated 5th October 1891, to the Government of Bengal and the Director General of Railways.

OBSERVATIONS.—With Public Works Department Circular No. XIV Railway, dated 21st July 1886, the Government of India promulgated a statement showing the rates charged on Indian railways for the carriage of stores and materials for State railways, and, in order to secure uniformity in regard to classification and system of charge, requested that the rates and classification for this traffic obtaining on the North Western railway might be applied to all standard and metre gauge State railways, including the East Indian railway. It was also requested that the Agents or Managers of the several Railway Companies might be moved to adopt the same classification and, if possible, the same rates.

2. Complete uniformity in the charges for this description of traffic was not at that time secured, but the matter continued to receive the attention of the Government of India in connection with a subsequent proposal to revise the rates for the carriage over the East Indian railway of coal and maintenance stores required for State railways. The Government of India considered that it would be desirable in dealing with this proposal to secure uniform rates for all consignments of this commodity carried for railways whether worked by the State or guaranteed or private companies. It was found impossible, however, to dispose of the matter on this basis in this country, and consequently the whole question was referred to the Secretary of State for final settlement.

3. This reference has resulted in a joint memorandum being drawn up in England by the Chairman of the East Indian Railway Company and the Deputy Government Director of Indian Guaranteed Railways, proposing certain revised rates for the carriage over the East Indian railway of railway materials and stores, including coal, intended for use on foreign lines, provided similar rates for such traffic are adopted on State railways and on other lines on which the Secretary of State has under the several contracts reserved control in such matters.

In this memorandum it was also proposed to apply on the same conditions similar rates to the carriage of coal for the general public.

The terms embodied in this memorandum having received the approval of the Secretary of State, it is necessary to take steps for their general introduction as far as this may be possible on the railways referred to above.

RESOLUTION.—The Governor General in Council is accordingly pleased to rule that—

- (a) The scale of charges and the conditions shewn in the accompanying Schedule A shall, in supersession of all previous orders on the subject, be adopted on the East Indian railway and on all State railways worked by Government for materials and stores, including coal, carried for foreign railways.

(b) The scale of charges and conditions shewn in the accompanying Schedule B shall be adopted on the East Indian railway and on all State railways which are directly administered by Government for the carriage of coal for the general public.

2. The past claims of the East Indian Railway Company against the State railways worked by the Government on account of the carriage over that line of coal, railway materials, and stores required for revenue purposes on those State railways shall be adjusted in accordance with the scale of charges above set forth, with effect from the 1st January 1889.

3. The Local Governments and Administrations and Officers controlling the railways referred to in paragraph 1 of this Resolution should arrange, in communication with the administrations of those railways, for the introduction as early as practicable of the revised rates, and report, for the information of the Government of India, the date on which they may be introduced.

4. These rates shall remain in force until the 31st December 1894, subject to any modification that may be ordered hereafter.

5. In order to secure uniformity on the several railways in the charges for the carriage both of railway materials and stores and of coal for the public, the Governor General in Council desires that :—

(a) The administrations of the railways mentioned in the margin may be moved to accept the revised rates and conditions shewn in the accompanying Schedule A for the carriage of materials and stores, including coal, required for use on State railways worked by Government in place of the rates which have previously been approved for this description of traffic under the provisions of the

South Indian railway.	Bengal and North-Western railway.
Bombay, Baroda and Central India, including the Rajputana Malwa railway.	Delhi-Umballa section of the Delhi-Umballa-Kalka railway.
Southern Mahratta Railway, including the Mysore section.	Lucknow-Bareilly section of the Rohilkhand-Kumaun railway.
Bengal Central railway.	Bengal-Nagpur railway.
Tirhoot railway.	Indian Midland railway.

several contracts.

It must be understood, however, that the rates laid down for this service in Public Works Department Circular No. XIV Railway, dated 21st July 1886, must be adopted on those railways mentioned in the margin which do not accept in their entirety the revised rates and conditions shewn in the attached Schedule A.

(b) The administrations of the several railways enumerated in paragraph 5 (a) of this Resolution may also be moved to adopt the rates and conditions shewn in the accompanying Schedule A for the carriage of materials and stores, including coal, when carried for foreign lines not worked by Government, as well as those shown in Schedule B for the carriage of coal for the general public.

6. The Governor General in Council further desires that the administrations of all other railways not specially referred to above may also be requested to adopt the foregoing scale of charges, rules, and conditions for the carriage both of railway materials and stores, including coal, required for use on foreign lines and of coal for the general public.

ORDER.—Ordered, that this Resolution be communicated to the Local Governments, Administrations, and Officers noted in the margin for information and guidance, and to the Governments of the North-Western Provinces and Oudh and the Punjab, the Chief Commissioner of the Central Provinces, the Agents to the Governor General for Central India and Baluchistan, and the Accountant General, Public Works Department, for information.

The Governments of Madras, Bombay, and Bengal.
The Chief Commissioners of Burma and Assam.
The Resident at Hyderabad.
The Agent to the Governor General for Rajputana.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Central Division, and Lucknow.

Documents accompanying.

1. Schedule A of rates and conditions for the carriage of railway materials and stores, including coal.
2. Schedule B of rates and conditions for the carriage of coal for the general public.

SCHEDULE A TO PUBLIC WORKS DEPARTMENT CIRCULAR NO. 17 RAILWAY, DATED 30TH OCTOBER 1891.

Rates and conditions for the carriage of Railway materials and stores, including coal.

1. The following will be the scale of charges for the carriage of railway materials and stores, including coal, coke, and patent fuel, whether consigned for construction, working, or maintenance :—

(i) Coal, coke, and patent fuel—

(a) For consignments of less than 3,000 maunds—

	Per maund per mile.
For all distances up to 400 miles inclusive	0·165 pie.
For distances over 400 miles—	
For first 400 miles	0·165 "
For the distance in excess of 400 miles	0·11 "

(b) For consignments of 3,000 maunds and over—

	Per maund per mile.
For all distances up to 400 miles inclusive	0·15 pie.
For distances over 400 miles—	
For first 400 miles	0·15 "
For the distance in excess of 400 miles	0·10 "

(c) *Rebate on single consignments.*—The charges under (i) (b) are subject to rebate in the case of a consignment exceeding 50,000 maunds made at one time on account of any one railway for delivery at one place. A rebate will be given at the rate of 2½ per cent. on the quantity in excess of 50,000 maunds up to and including 2,00,000 maunds. Thus on a consignment of 2,00,000 maunds a refund will be given of the freight on 2½ per cent. of 1,50,000 maunds, or the freight paid for 3,750 maunds. In the case of consignments exceeding 2,00,000 maunds, rebates will be given as follows:—

On quantities in excess of	Maunds.	up to	Maunds.	Rebate.
	2,00,000		4,00,000	5 per cent.
" " "	4,00,000	"	6,00,000	7½ "
" " "	6,00,000	"	8,00,000	10 "
" " "	8,00,000	...	...	15 "

(d) *Rebate on aggregate of consignments.*—At the end of any half-year a railway administration whose aggregate consignments to one station during the half year shall have exceeded 50,000 maunds may similarly claim a refund in respect of the payments made in accordance with the following scale. If, however, the claim is not made within two months after the expiry of the half-year, it will not be admitted:—

On quantities in excess of	Maunds.	up to	Maunds.	Quantity on which refund is claimable.
	50,000		2,00,000	2½ per cent.
" " "	2,00,000	"	4,00,000	5 "
" " "	4,00,000	"	6,00,000	7½ "
" " "	6,00,000	"	8,00,000	10 "
" " "	8,00,000	...	...	15 "

EXAMPLE.

Consignments.	REBATE.		
	Rate.	Quantity on which calculated.	Amount.
	P. C.	Maunds.	Maunds.
1st . . . Maunds. 40,000	...	...	...
2nd . . . 1,20,000	2½	70,000	1,750
3rd . . . 5,00,000	7½	1,00,000	7,500
	5	2,00,000	10,000
	2½	1,50,000	3,750
		Total ...	23,000
Total quantity— 6,00,000 maunds	10	60,000	6,000
	7½	2,00,000	15,000
	5	2,00,000	10,000
	2½	1,50,000	3,750
Total			34,750
Deduct amount on which rebate has already been allowed as above			23,000
Quantity for refund at the average rate charged			11,750

Before making this refund, any rebate made under (i) (c) will first be deducted. (See example in margin.)

(e) The rebates under (i) (c) and (d) on 14,25,000 maunds and on all larger quantities will be limited to 10 per cent. on the total quantity carried.

(f) The charge under (i) (a) and (b) will be made on the full carrying capacity of the wagons employed.

(ii) Railway materials and stores, excluding coal, coke, or patent fuel and those specified in paragraphs 4 and 5.

(a) For consignments of less than 300 maunds—

	Per maund per mile.
For all distances up to 400 miles inclusive	0·1725 pie.
For distances over 400 miles—	
For first 400 miles	0·1725 "
For the distance in excess of 400 miles	0·115 "

(b) For consignments of 300 maunds and over—

	Per maund per mile.
For all distances up to 400 miles inclusive	0·15 pie.
For distances over 400 miles—	
For first 400 miles	0·15 "
For the distance in excess of 400 miles	0·10 "

2. Coal, railway materials, and stores for use on a railway in immediate connection with the despatching railway shall be booked to such junction between the said railway and the despatching railway as the former railway may elect at the mileage rate to that junction. Railways between which there is a transfer of goods shall be deemed to be in immediate connection.

3. Coal, railway materials, and stores for use on a railway not in immediate connection with the despatching railway shall be booked over the despatching and intervening railways

to such junction with the consignee railway as that railway may elect as the through mileage rate to such junction; and the charge to the said junction shall be calculated on the shortest route, and be divided between the despatching railway and the said intervening railways in proportion to the mileage passed over on each.

When, however, this traffic is booked over railways whose administrations have not adopted these rates, the through rates with such railways will be the sum of the local rates, the local rates of the railway parties to this arrangement being the charges according to this tariff to or from the junction stations of the railway or railways which have not accepted these rates.

4. For explosives the tariff in force from time to time will apply.

5. For bulky articles requiring one or more entire vehicles or dummy wagons, and of which full loads cannot be loaded into single wagons, and for rolling stock, the following scale of charges shall apply, subject to the same conditions that may be applicable to public traffic in respect of minimum charges whether for wagons or for consignments, demurrage, fractions of maunds, loading and unloading, &c., except that when loading and unloading is not performed by the consignor or consignee, but is done by the railway, the charge shall be 3 pies per maund:—

- (a) Bulky articles requiring entire ... 4 annas per vehicle per mile.
trucks or more than one
vehicle, whether they are for
construction or maintenance.

Rolling-stock.

- (b) Locomotives complete, or en- 12 annas per mile each.
gines and tenders separately,
when running on their own
wheels.
(c) Locomotives complete when . 1 anna per mile per wheel of the vehicle used.
loaded on other vehicles.
(d) Vehicles of all descriptions . 3 annas per mile per vehicle.
running on their own
wheels.
(e) Vehicles of all descriptions . 1 anna per mile per wheel of the vehicle used.
when loaded on other ve-
hicles.

6. All charges for loading and unloading into and from railway wagons, as well as those for transshipment at ferries, or otherwise, shall be at the entire cost of the consignors and consignees, and will be in addition to the rates herein prescribed.

When additional charges at ferries, or elsewhere, are reckoned at a rate on an additional mileage, such mileage shall not be taken into account in calculating distances under the tariff, nor in the division of the tariff charges.

7. Subsidiary rules not at variance with the foregoing rules may be made in the usual manner, and the customary power of making special arrangements for special consignments may be reserved.

8. In the interpretation of these rules all railways worked by the undertaking of the East Indian railway are to be considered parts of that line, excepting the portion of the Delhi-Umballa-Kalka railway between Umballa Cantonment and Kalka stations, for carriage over which an additional charge may be made, subject to the approval of the Government of India.

9. The rate for railway coal, materials, and stores when carried for the Home line, whether for construction, working, or maintenance, shall be 0.09 pie per maund per mile, except in the case of bulky articles to which the rates in paragraph 5 will apply.

SCHEDULE B TO PUBLIC WORKS DEPARTMENT CIRCULAR NO. 17 RAILWAY, DATED 30TH OCTOBER 1891.

Rates and conditions for the carriage of coal for the general public.

1. The following will be the scale of charges for the carriage of coal, including coke and patent fuel, and shall be applicable alike to local and through traffic for the general public. The rates are to be calculated on the whole lead, and not on the distance run over any one railway alone. When, however, this traffic is booked over railways whose administrations have not adopted these rates, the through rates with such railways will be the sum of the local rates, such local rates of the railways parties to this arrangement being the charge to or from the junction stations according to this tariff:—

- (a) For consignments of less than 300 maunds—

Railway administrations may fix their own rates subject to a maximum of $\frac{1}{3}$ rd pie per maund per mile and a minimum of $\frac{1}{10}$ th pie per maund per mile.

- (b) For consignments of 300 maunds, but less than 3,000 maunds—

	Per maund per mile.
For all distances up to 400 miles inclusive	0.165 pie.
For distances over 400 miles—	
For first 400 miles	0.165 „
For the distance in excess of 400 miles	0.11 „

- (c) For consignments of 3,000 maunds and over—

For all distances up to 400 miles inclusive	0.15 „
For distances over 400 miles—	
For first 400 miles	0.15 „
For the distance in excess of 400 miles	0.10 „

(d) *Rebate on single consignments.*—The charges under (c) are subject to rebate in the case of a consignment exceeding 50,000 maunds made at one time on account of any one firm or person for delivery at one place to one consignee. A rebate will be given at the rate of 2½ per cent. on the quantity in excess of 50,000 maunds up to and including 2,00,000 maunds. Thus on a consignment of 2,00,000 maunds a refund will be given of the freight on 2½ per cent. of 1,50,000 maunds, or the freight paid for 3,750 maunds. In the case of consignments exceeding 2,00,000 maunds, rebates will be given as follows :—

On quantities in excess of	Maunds.	Maunds.	Rebate.
	2,00,000 up to	4,00,000	5 per cent.
" " "	4,00,000 "	6,00,000	7½ "
" " "	6,00,000 "	8,00,000	10 "
" " "	8,00,000 ...	...	15 "

(e) *Rebate on aggregate of consignments.*—At the end of any half-year a consignee whose aggregate consignments to one station during the half-year shall have exceeded 50,000 maunds may similarly claim a refund in respect of the payments made in accordance with the following scale. If, however, the claim is not made within two months' after the expiry of the half-year, it will not be admitted :—

On quantities in excess of	Maunds.	Maunds.	Quantity on which refund is claimable.
	50,000 up to	2,00,000	2½ per cent.
" " "	2,00,000 "	4,00,000	5 "
" " "	4,00,000 "	6,00,000	7½ "
" " "	6,00,000 "	8,00,000	10 "
" " "	8,00,000 ...	...	15 "

EXAMPLE.

Consignments.		REBATE.		
		Rate.	Quantity on which calculated.	Amount.
	Maunds.	p. c.	Maunds.	Maunds.
1st	40,000	...	...	...
2nd	1,20,000	2½	70,000	1,750
3rd	5,00,000	7½	1,00,000	7,500
		5	2,00,000	10,000
		2½	1,50,000	3,750
			TOTAL ...	23,000
TOTAL QUANTITY—				
6,60,000 maunds		10	60,000	6,000
		7½	2,00,000	15,000
		5	2,00,000	10,000
		2½	1,50,000	3,750
TOTAL				34,750
Deduct amount on which rebate has already been allowed as above				23,000
Quantity for refund at the average rate charged ...				11,750

Before making this refund, any rebate made under (d) will first be deducted. (See example in margin.)

(f) The rebates under (d) and (e) on 14,25,000 maunds and on all larger quantities will be limited to 10 per cent. on the total quantity carried.

2. Consignments of coal destined for or *via* stations on any foreign railway which is in immediate connection with the despatching railway shall be booked *via* such junction between the despatching railway and the said foreign railway as the consignor shall elect. Railways between which there is a transfer of goods shall be deemed to be in immediate connection.

The charge under paragraph 1 (a), (b) and (c) shall, however, be calculated in all cases on the shortest route, and it shall be divided among the carrying railways adopting these rates in proportion to the mileage passed over on each.

3. The charge under paragraph 1 (b) and (c) shall be made on the full carrying capacity of the wagons employed.

4. All charges for loading and unloading coal into and from railway wagons, as well as those for transshipment at ferries, or otherwise, shall be at the entire cost of the consignors, and consignees, and will be in addition to the rates herein prescribed.

5. When additional charges at ferries or elsewhere are reckoned at a rate on an additional mileage, such mileage shall not be taken into account in calculating distances under the tariff, nor in the division of the tariff charges.

6. Subsidiary rules not at variance with the foregoing rules may be made in the usual manner, and the customary power of making special arrangements for special consignment may be reserved.

7. In the interpretation of these rules all railways worked by the undertaking of the East Indian railway are to be considered parts of that line, excepting the portion of the Delhi-Umballa-Kalka railway between Umballa Cantonment and Kalka stations, for carriage over which an additional charge may be made, subject to the approval of the Government of India.

Schedule of maximum and minimum fares and rates for coaching and goods traffic.
COACHING.

	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Passenger fares—</i>		
1st class	18	12
2nd ,, ...	9	6
Intermediate class	4½	3
3rd class	3	1½

	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Carriages*—</i>		
Single carriages	42	30

	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	54	42

	Maximum. Pies per mile.	Minimum. Pies per mile.
<i>Horses*—</i>		
Single horse	24	18

	Maximum. Pies per fifty miles or portion thereof.	Minimum. Pies per fifty miles or portion thereof.
--	---	---

<i>Dogs—</i>		
Each	96	48

Luggage, parcels, and bullion—

The rates passed at the Railway Traffic Conference of 1888, which are as under—

Parcels and luggage—

- (a) Parcels shall be charged by either weight or measurement, whichever gives the greater charge, two cubic feet being considered equal to ten seers in weight.
- (b) Each parcel shall be charged for separately.
- (c) Parcels not exceeding one cubic foot by measurement, or five seers in weight—
 - (i) When the weight does not exceed two and a half seers, four annas per 500 miles or fraction of 500 miles, subject to a maximum charge of one rupee.
 - (ii) When the weight does not exceed five seers, four annas per 250 miles or fraction of 250 miles, subject to a maximum charge of two rupees.

* Subject to a minimum charge of Rs. 5.

(d) Parcels exceeding one cubic foot in contents or five seers in weight shall be charged at the rates shown in the following table :

Rate list for luggage and parcels.

Distances in miles.	Not exceeding 10 seers.	Exceeding 10 seers, but not exceeding 20 seers.	Exceeding 20 seers, but not exceeding 30 seers.	Exceeding 30 seers, but not exceeding 40 seers.	Additional charge for fractions in excess of even maunds.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Not exceeding 25	0 4 0	0 4 0	0 4 0	0 4 0	The amounts entered in the respective columns.
Exceeding 25, but not exceeding . . . 50	0 4 0	0 4 0	0 8 0	0 8 0	
„ 50 „ „ . . . 100	0 4 0	0 8 0	0 12 0	1 0 0	
„ 100 „ „ . . . 150	0 8 0	0 12 0	1 0 0	1 8 0	
„ 150 „ „ . . . 300	0 8 0	1 0 0	1 8 0	2 0 0	
„ 300 „ „ . . . 450	0 12 0	1 8 0	2 4 0	3 0 0	
„ 450 „ „ . . . 600	1 0 0	2 0 0	3 0 0	4 0 0	
„ 600 „ „ . . . 750	1 4 0	2 8 0	3 12 0	5 0 0	
„ 750 „ „ . . . 1,000	1 8 0	3 0 0	4 8 0	6 0 0	
„ 1,000 „ „ . . . 1,166	1 12 0	3 8 0	5 4 0	7 0 0	
„ 1,166 „ „ . . . 1,333	2 0 0	4 0 0	6 0 0	8 0 0	
„ 1,333 „ „ . . . 1,500	2 4 0	4 8 0	6 12 0	9 0 0	
„ 1,500 „ „ . . . 1,666	2 8 0	5 0 0	7 8 0	10 0 0	
„ 1,666 „ „ . . . 1,833	2 12 0	5 8 0	8 4 0	11 0 0	
„ 1,833 „ „ . . . 2,000	3 0 0	6 0 0	9 0 0	12 0 0	
„ 2,000 „ „ . . . 2,166	3 4 0	6 8 0	9 12 0	13 0 0	
„ 2,166 „ „ . . . 2,333	3 8 0	7 0 0	10 8 0	14 0 0	
„ 2,333 „ „ . . . 2,500	3 12 0	7 8 0	11 4 0	15 0 0	
„ 2,500 „ „ . . . 2,666	4 0 0	8 0 0	12 0 0	16 0 0	
„ 2,666 „ „ . . . 2,833	4 4 0	8 8 0	12 12 0	17 0 0	
„ 2,833 „ „ . . . 3,000	4 8 0	9 0 0	13 8 0	18 0 0	
For each additional 167 or part of 167 miles beyond 3,000 miles	0 4 0	0 8 0	0 12 0	1 0 0	

(e) Passengers' luggage, whether booked for conveyance by the same train in which the owner travels or not, shall be charged at the rates given in clause (d) by weight only; and when booked by sender to self, shall be charged upon the gross weight of the total number of packages.

(f) Excess luggage and parcels containing perishable or dangerous goods shall be prepaid. The prepayment of parcels not containing perishable or dangerous goods shall be optional.

(g) Parcels exceeding forty seers in weight or 8 cubic feet in measurement shall be booked only if accommodation will allow.

(h) The charges for parcels and luggage shall be reckoned on the through distance as if it were one railway, with one minimum only, and shall be divided in mileage proportion.

Treasure, including specie, bullion, &c.—

(a) Treasure, including specie, bullion, gold and silver coin, jewellery, trinkets, plate, &c., shall be carried at the following rates, viz.:—

	Pies per maund per mile.
Up to 27 maunds	2½
Above 27 and up to 81 maunds	2
„ 81 „ „ 270 „	1½
Over 270 maunds	1 pie.

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.

Escort:—

- (i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger when the consignments of treasure are over 54 and under 135 maunds.
 - (ii) Two men when consignments are from 135 to under 270 maunds.
 - (iii) Four men with consignments of 270 maunds and over.
 - (iv) When a consignment amounts to 20 lakhs of rupees or more (625 maunds or more), a guard of four men is allowed with return passage free of extra charge.
- (b) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rate of two pies per maund per mile; in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for ten maunds.

Goods.

	Maximum.	Minimum.
	Pies per maund per mile.	
5th class	1	1/6
4th class	5/6	
3rd class	2/3	
2nd class	1/2	
1st class	1/3	
Special	1/8	1/10

INDEX.

	Page.	Paragraph.
Accidents—		
Accidents on the ———		
Bengal-Nágpur railway	175	3
Bombay, Baroda and Central India railway	179	18
Burma State railway	178	11
East Indian railway	175	2
Eastern Bengal State railway system	178	10
Great Indian Peninsula railway system	179	12
Indian Midland railway	176	4
Madras railway	179	14
Morvi railway	179	15
North Western railway	177	8
Oudh and Rohikhand railway	178	9
Rajputana-Malwa State railway	176	5
South Indian railway	177	7
Southern Mahratta railway system	176	6
Statement No. 40 showing the number of persons killed and injured in connection with railway working during the year 1891 as compared with 1890	175	1
Statement No. 41 showing the number of ——— to trains during 1890 and 1891 and the number of persons killed and injured thereby during 1891	180	16
Statistical figures relating to ———	180	16
Ahmedabad-Dholera railway survey	38	23
Ahmedabad-Prantij railway survey	38	22
Amritsar-Patháńkot railway—		
Transfer of ——— from Provincial to Imperial control	3	6
Annual gain or loss—		
Statement No. 18 showing the direct ——— to the State from railway outlay since 1858	88—89	...
Appendices—		
A. Additions to open mileage from the 1st April 1891 to the 31st March 1892	ii—iii	...
B. Extensions of lines sanctioned from the 1st April 1891 to the 31st March 1892	iv—v	...
C. Classification of lines and lengths of lines sanctioned and open for traffic on the 31st March 1892	vi—xii	...
D. Progress made in the opening of railways year by year from the commencement	xiv—xxiii	...
E. Length of railways open for traffic at the end of each year from the commencement	xxiv—xxxv	...
F. Total approximate earnings from the 1st January to the 31st March 1892 as compared with the actuals of the corresponding periods of 1890 and 1891	xxxii—xxxiii	...
G. Principal commodities carried and the receipts therefrom during 1891 as compared with the previous year	xxxiv—xlv	...
H. Rates for the carriage of coal for the general public and of railway materials and stores, including coal, whether for state or other railways	xlvi—l	...
J. Schedule of maximum and minimum fares and rates for coaching and goods traffic	li—liii	...
Approximate earnings—		
Comparison of ——— for the first quarter of 1892 with the actuals of the corresponding periods of 1890 and 1891	6	14
Statement showing ——— on the several railways from the 1st January to the 31st March 1892 as compared with the actuals of the corresponding periods of 1890 and 1891	xxxii—xxxiii	App. F.

	Page.	Paragraph.
Asansol—		
Progress in junction arrangements with the East Indian and Bengal-Nágpur railways at —	13	1
Assam—		
Petroleum in —	41	3
Assam-Bengal railway—		
Commencement of work on the northern section —	3	5
Formation of — Company in England	17	12
Works in progress	17	12
Automatic vacuum brakes—		
Fitting of — to the vehicles of all standard gauge state railways, also adoption by all guaranteed and other railway companies, suggested by Government	51	10
Bahramghát branch of the Bengal and North Western railway—		
Opening for traffic of the — company's section	14	6
Bangalore-Mysore frontier extension—		
Progress of work on the —	17	10
Bareilly-Rampur-Moradabad extension—		
Progress of work on the — Oudh and Rohilkhand railway . .	19	14
Baroda-Godhra railway—		
Project for the construction of —	39	31
Barsoi-Kissengunge branch—		
Progress of work on the — Eastern Bengal State railway . .	20	15
Bengal and North Western railway system—		
Adoption of revised rates for the carriage of coal and of railway materials and stores on —	136	2
Flood damages	170	5
Fuel consumption	145	7
Goods rates	138	13
Opening for traffic of the Bahramghát and Revelganj branches .	14	6
Revenue transactions and traffic working	95	5
Revision of minimum and maximum fares and rates	136	3
Survey of the proposed extension from Garhara to Monghyr and Khagaria	32	5*
Works in progress	14	6
Bengal Central railway—		
Adoption of revised rates for the carriage of coal and of railway materials and stores on —	136	2
Goods rates	139	18
Revenue transactions and traffic working	104	13
Survey of the most feasible route connecting the — with the Assam-Bengal railway	37	18
Works in progress	21	16
Bengal-Dooars railway—		
Progress of survey work	27	27
Progress of work in connection with bridges	27	27
Bengal-Nágpur railway—		
Accidents	175	3
Capital withdrawals during each financial year from the commencement	73	...
Coaching fares	136	5
Completion of Brahmini bridge	13	2
Flood damages	170	3
Fuel consumption	144	5
Goods rates	138	11
Opening through of —	3	6
Progress of work on the Saranda tunnel	13	2

	Page.	Paragraph.
Bengal-Nágpur railway—<i>concl'd.</i>		
Progress of work on the extension from Jharsuguda to Sambalpur town	13	2
Revenue transactions and traffic working	94	3
Revision of maximum and minimum fares and rates	136	3
Surveys from Anára station to Jherria coal field, from Raipur to Dhumtari and from Sambalpur to Khoorda	32	3
Works in progress	13	2
Bezváda-Masulipatam railway survey—		
Completion of —	38	26
Bhaganwala (Salt range)—		
Coal field at —	45	12
Bhávnagarh-Gondal-Junágarh-Porbandar railway—		
Bridge work	29	33
Flood damages	173	19
Fuel consumption	149	19
Progress of work on the Jetalsar-Rájkot branch	40	32
Renewal of sleepers on the main line and substitution of a better class of sleepers on the Jetalsar-Verával section	29	33
Revenue transactions and traffic working	109	27
Works in progress	29	33
Bhopal-Itársi railway—		
Works in progress	14	4
Bhopal-Ujjain railway—		
Lines under survey or projected	32	4
Bína-Guna railway—		
Bridge over the Betwa river	28	31
Works in progress		
Bombay and South Coast railway survey—		
Project for the construction of the line	37	20
Bombay, Baroda and Central India railway—		
Accidents	179	13
Coaching fares	137	8
Flood damages	173	14
Fuel consumption	148	16
Goods rates	139	20
Revenue transactions and traffic working	106	16
Works in progress	26	23
Brakes—		
Fitting of the automatic vacuum — to vehicles of all standard gauge state railways, also adoption by all guaranteed and other railway companies, suggested by Government.	51	10
Bridge—		
Brahmini — on Bengal-Nágpur railway. Completion of and opening for traffic	13	2
Godávári — on the East Coast railway, at Rajamundry. Sanction to construction and commencement of work on —	3	5
Kistna — at Bezváda on the East Coast railway. Progress of work on —	3	5
Malir — on the North Western railway near Kurrachee. Completion of —	3	5
Pápaghni — on the Madras railway, north-west line. Progress of work on the new bridge	3	5
Peppér and Panaméru — South Indian railway, Villupuram-Guntakal section. Progress of work on —	16	10
Burma state railway—		
Accidents	178	11
Flood damages	172	12

	Page.	Paragraph.
Burma state railway—concl'd.		
Fuel consumption	147	14
Goods rates	139	19
Lines under survey or projected	37	19
New bridge, Sittang district	23	20
Revenue transactions and traffic working	104	14
Works in progress	23	20
Capital—		
— cost of railways	{ 4	7
Graphic diagram showing — expenditure from the commence- ment of operations to the end of 1891	59	1
Redemption of — by contribution to the sinking fund	4	8
Statement No. 6 showing the total — raised by guaranteed railways up to the 31st December 1891	7	17
Statement No. 7 showing the total — raised by state lines leased to companies up to the 31st December 1891	59	2
Statement No. 8 showing debenture loans on the 31st December 1891	60	2
Statement No. 9 showing — expenditure in England and in India on Indian state railways distributed over heads of account up to the 31st December 1891	61	3
Statement No. 10 showing — authorized, raised, and with- drawn for guaranteed and subsidized railways and state lines leased to companies up to the 31st December 1891	62—67	...
Statement No. 11 showing — received and withdrawn by guaranteed and subsidized railways and state lines leased to companies during 1891	68—69	...
Statement No. 12 showing annual withdrawals by guaranteed railways out of — from the commencement to the end of 1891-92	70—71	...
Statement No. 13 showing the annual — withdrawals on ac- count of the Bengal Central, Southern Mahratta, Mysore, Bengal-Nágpur, Indian Midland, and Lucknow-Bareilly railways from the commencement to the 31st March 1892	72	...
Statement No. 14 showing the annual — withdrawals by the Rohilkhand-Kumaun Railway Company from the com- mencement to the 31st March 1891	73	...
Statement No. 21 showing—expenditure, net revenue, &c., on guaranteed railways from 1870	73	...
Statement No. 25 showing the — cost of the several open lines on the 31st December 1891	92	...
	114—115	...
Casualties—		
Percentage of — during 1890 and 1891	151	2
Statement No. 34 showing — by death, resignation and dis- charge, or dismissal on the standard and metre gauge rail- ways (open lines only) during 1891	154—155	...
Chaman extension—		
Amalgamation with the North Western railway	19	13
Completion of — and opening for traffic	{ 3	5
	19	13
Khojak tunnel on the — . Particulars regarding —	19	13
Classification—		
Revised — of railways	1	1
Separation of results of working of the standard and metre gauge lines in the revised — of railways	1	1
Coaching traffic—		
Particulars regarding — on all railways for 1891 as compared with 1890	74	4 .
Total number of passengers carried and earnings from — on the standard and metre gauge railways during 1891	116—119	...

	Page.	Paragraph.
Coal—		
Adoption of revised rates for the carriage of — on certain railways	136	2
Explorations for — at Bhaganwala (Salt range)	45	12
Explorations for — in the Daltonganj (Palamow) coal-field	44	9
Explorations for — in the Quetta coal-field	46	14
Explorations for — near the Eeb river on the Bengal-Nágpur railway	43	8
Statement showing the quantity in tons of — produced in India from 1880 to 1891	47	16
Collieries —		
Dandot colliery	44	11
Khost colliery	45	13
Kurhurbaree and Serampore collieries	41	1
Makum colliery	41	4
Mohpani colliery	42	6
Singareni colliery	44	10
Umaria colliery	43	7
Warora colliery	41	5
Cooch Behar State railway—		
Progress of work on —	28	30
Cost —		
Average — per mile of all open lines	{ 4	7
Statement No. 25 showing the capital — of the several open lines on the 31st December 1891, and the average — per mile open	115	...
Total average mileage — of all open lines up to the 31st December 1891	114—115	...
Total capital — of all railways up to the 31st December 1891	115	...
Couplings —		
Particulars regarding the provision of — at both ends of vehicles of the standard gauge	52	11
Cuddalore-Pondicherry railway survey		
Plans, estimates, &c., forwarded to the French Government	39	28
Cutch—		
Proposed project for railway in —	40	33
Daltonganj (Palamow) coal-field	44	9
Dandies—Fittings for Lushai and Collis' —	49	8
Dandot colliery	44	11
Delhi-Umballa-Kalka railway —		
Date of opening for traffic of the —	3	6
Flood damages	173	15
Revenue transactions and traffic working	107	18
Works in progress	27	25
Deoghur railway—		
Revenue transactions and traffic working	107	20
Dhang-Bairagnia bazar fair weather line—		
Opening for goods traffic of the — Bengal and North Western railway, Tirhoot section	15	6
Dharmavaram-Mysore frontier section—		
Progress of work on the — South Indian railway	16	10
Diagram, graphic—		
Open mileage, capital outlay, gross earnings, working expenses and net earnings from the commencement of operations to the end of 1891, exhibited in the —	4	8

	Page.	Paragraph.
Diamond Harbour branch and ferry—		
Lines under survey or projected	31	2
Dibru-Sadiya railway—		
Flood damages	173	16
Goods rates	139	21
Revenue transactions and traffic working	107	21
Works in progress	27	26
Disincrustator for boilers—		
Experiments with the Eucalyptus fluid as a —	53	14
Dohad Ghát Survey—		
Completion of the revision of the —	14	5
Dooars coal—		
Experiments on the Eastern Bengal state railway with —	41	2
Dudwa extension—		
Progress of work in connection with the — Rohilkhand-Kumaun railway, Lucknow-Bareilly section	15	7
Durbhunga-Bairagnia extension—		
Completion of the — Bengal and North Western railway, Tirhoot section	14	6
Earnings—		
See "Gross earnings"	...	...
See "Net earnings"	...	...
East Coast railway—		
Bridge over the Kistna river at Bezvada on the —	3	5
Commencement of platelaying at Vizagapatam	3	5
Sanction to bridging the Godavery river at Rajamundry and commencement of work	3	5
Works in progress	22	19
East Indian railway—		
Accidents	175	2
Adoption of revised rates for the carriage of coal and of railway materials and stores on —	136	2
Flood damages	170	2
Fuel consumption	144	4
Goods rates	137	10
Kurhurbaree and Serampore collieries	41	1
Lines under survey or projected	30	1
Results to the State of working the —	12	...
Revenue transactions and traffic working	94	2
Revision of maximum and minimum fares and rates	136	3
Works in progress—		
Junction arrangements at Hooghly	13	1
Junction arrangements at Asansol with the Bengal-Nágpur railway		
Junction arrangements with the Indian Midland Railway at Mánikpur		
Eastern Bengal state railway—		
Accidents on — including the Bengal Central railway	178	10
Bársol-Kissengunge branch. Progress of work on —	20	15
Doubling of certain sections of the —	20	15
Experiments with Dooars coal	41	2
Fuel consumption on — including the Bengal Central railway	147	13
Goods rates	139	17
Increased waterway and protective works near Bogoola	3	5
Lines under survey or projected	37	17
Revenue transactions and traffic working	102	12
Works in progress	20	15
Eebriver coal explorations	43	8

	Page.	Paragraph.
Establishment of ferries—		
Arrangements for — on the Indus	53	15
Eucalyptus fluid—		
Experiments with the — as a disincrustator for boilers	53	14
Expenses—		
Graphic diagram showing the working — from the commencement of operations to the end of 1891	...	...
See "Working expenses."		
Exports of wheat—		
Total tonnage of wheat exported from Calcutta, Bombay, and Kurrachee ports during the last three years	6	13
Extensions of lines—		
— sanctioned from the 1st April 1891 to the 31st March 1892	iv—v	App. B.
Sanction to the construction of —	2	4
Fares and rates—		
Alterations in coaching fares on the—		
Bengal-Nágpur railway	136	5
Bombay, Baroda and Central India railway, including the Rajputana-Malwa state railway	137	8
Madras railway	137	9
North Western railway	136	6
Oudh and Rohilkhand railway	136	7
Alterations in goods rates on the—		
Bengal and North Western railway	138	13
Bengal Central railway	139	18
Bengal-Nágpur railway	138	11
Bombay, Baroda and Central India, including the Rajputana-Malwa state railway	139	20
Burma state railway	139	19
Dibru-Sadiya railway	139	21
East Indian railway	137	10
Eastern Bengal state railway	139	17
Indian Midland railway	138	12
Jodhpore-Bickaneer railway	139	22
North Western railway	138	15
Oudh and Rohilkhand railway	139	16
Revision of maximum and minimum fares and rates	136	3
Revision of rates for the carriage of coal	136	2
Southern Mahratta railway system	138	14
Statement No. 31 showing the passenger — and goods — on the standard and metre gauge railways	140—43	...
Females—		
Statement No. 5 A shewing the number of carriages fitted with retiring accommodation for —	58	...
Ferozepore city—		
Construction of a loop line from Hussainiwala to —, North Western railway	17	13
Ferries—		
Arrangements for the opening of steam — over the Indus at Dera Ismail Khan and Dera Gházi Khan	3	5
Arrangements for — over the Irrawady between Amarapura and Sagaing	3	5
Establishment of — on the Indus	53	15
Financial results—		
Comparison of — of working of state railways by state agency	83	17
Explanatory remarks regarding the — to the state of working the Indian railways for 1890-91 and 1891-92	7	17

	Page.	Paragraph.
Financial results—<i>contd.</i>		
Statements Nos. 1 to 4 showing the details of the — to the State of working for 1890-91 of the —		
• East Indian railway	12	17
Guaranteed railways	8	17
State lines leased to companies	9	17
State railways (Commercial)	10—11	17
State railways (Military)	12	17
Flood damages—		
Particulars of — on the —		
Bengal and North-Western railway system	170	5
Bengal-Nágpur railway	170	3
Bhávnagar-Gondal-Junágarh-Porbandar railway	173	19
Bombay, Baroda and Central India railway	173	14
Burma state railway	172	12
Delhi-Umballa-Kalka railway	173	15
Dibru-Sadiya railway	173	16
East Indian railway	170	2
Gaekwar's Mehsána railway	173	17
Great Indian Peninsula railway system	172	18
Indian Midland railway	170	4
Jodhpore-Bickaneer railway	173	18
North Western railway system	172	10
Oudh and Rohilkhand railway	172	11
Rajputana-Malwa state railway	171	7
Rohilkhand-Kumaun railway system	170	6
South Indian railway	172	9
Southern Mahratta railway system	171	8
Frontier railway surveys—		
Progress of work	34	12
Fuel—		
Source of supply and price at place of delivery of — used on the—		
Bengal and North Western railway system	145	7
Bengal-Nágpur railway	144	5
Bhávnagar-Gondal-Junágarh-Porbandar railway	149	19
Bombay, Baroda and Central India railway	148	16
Burma State railway	147	14
East Indian railway	144	4
Eastern Bengal state railway, including the Bengal Central railway	147	13
Great Indian Peninsula railway	148	15
Indian Midland railway	144	6
Madras railway	148	17
Nizam's Guaranteed state railway	149	18
North Western railway	146	11
Oudh and Rohilkhand railway	147	12
Rajputana-Malwa state railway	145	8
South Indian railway	146	10
Southern Mahratta railway system	145	9
Statement No. 32 showing the particulars of fuel consumption, on the principal railways during 1891	150	...
Gaekwar's railways—		
Flood damages (Mehsána railway)	173	17
Mehsána railway. Completion and opening of Patan branch	28	29
Proposal for an extension from Patan <i>via</i> Chansama to Harij	40	31
Revenue transactions and traffic working	108	23—24
Gain or loss—		
Statement No. 18 showing the direct annual — to the State from railway outlay since 1858	88—89	...

	Page.	Paragraph.
General merchandise—		
Quantity of — carried and the freight received during 1891 as compared with 1890, and the principal variations in commodities	5	11
General results of working—		
— of the different guages for 1891	80	11
Statement No. 17 showing the — of the principal standard and metre guage railways during 1891	84—87	...
Statement No. 22 showing the — of the guaranteed railways for 1891	93	...
Godhra-Rutlam railway—		
Commencement of work on the —	3	5
Project for extension of —	33	6
Works in progress —		
Construction of the bridge over the Mahi river	14	5
Boring of the Panchpipla tunnel		
Goods traffic—		
Aggregate tonnage of goods moved, ton-mileage, and earnings from — during 1890 and 1891	5	11
Particulars regarding the — on all railways during 1891 as compared with 1890	74	5
Quantity of general merchandise carried and the freight received therefrom on the standard and metre gauge railways during 1891 as compared with 1890, and the principal variations in commodities	5	11
Statement No. 27 showing the tonnage and earnings from — on the standard and metre guage railways during 1891	120—123	...
Statement No. 28 showing the unit mileages of — on the standard and metre guage railways during 1891	124—127	...
Statement showing the tonnage of goods moved, the ton-mileage of goods, and goods earnings during 1890-91	76—77	...
Goomoo-Gotan —		
Lines under survey or projected	30	2
Grain and seeds traffic—		
Total weight of — carried during 1890 and 1891	5	12
Graphic diagram—		
Open mileage, capital outlay, gross earnings, working expenses, and net earnings from the commencement of operations to the end of 1891, exhibited in the —	4	8
Great Indian Peninsula railway—		
Accidents	179	12
Flood damages	172	13
Fuel consumption	148	15
New Protestant Church at Igatpuri	25	22
New station at Byculla	25	22
Revenue transactions and traffic working	105	15
Works in progress	25	22
Gross earnings—		
Explanatory remarks on —	74	3
Graphic diagram showing — from the commencement of operations to the end of 1891	4	8
— during 1890 and 1891	4	9
Statement showing — of the principal railways per mean mile worked per week in five yearly periods from the commencement up to 1888 and for 1891	79	10
Statement showing — of the principal railways per mean mile worked per week with percentage of working expenses on gross earnings for 1890-91	78	9
Statement showing the — and working expenses on all railways for 1890-91	76—77	...

	Page.	Paragraph.
Gross earnings—<i>conctd.</i>		
Statement showing —, working expenses, and net earnings grouped in eight classes of railways for 1891; also results per train mile compared with 1890	75	8
Statement No. 29 showing —, working expenses, &c., on the standard and metre gauge railways during 1891	128—131	...
Statistics of — on all lines during 1891	74	3
Guaranteed interest—		
Statement No. 19 showing the — advanced to guaranteed railways to the 31st December 1891, and the amount advanced on account of — to the 30th June 1891	90	...
Statement No. 21 showing the annual capital expenditure, net revenue, —, &c., on guaranteed railways from 1870	92	...
Guaranteed railways—		
Statement No. 19 showing the guaranteed interest advanced to — to the 31st December 1891, and the amount advanced on account of guaranteed interest to the 30th June 1891	90	...
Statement No. 20 showing the surplus profits up to the end of 1879, and half-yearly from 1880 earned by the — to the 31st December 1891	91	...
Statement No. 21 showing the annual capital expenditure, net revenue, guaranteed interest, &c., on the — from 1870	92	...
Statement No. 22 showing the results of working the — for 1891	93	...
Hall line steamers—		
Arrangements with the North Western railway for through booking of goods to Europe by the —	3	6
Hindupur branch of the South Indian railway—		
Progress of construction work on the —	16	10
Hooghly—		
Progress of work on — junction arrangements East Indian and Eastern Bengal railways at —	13	1
Hussainiwala—		
Construction of a loop line from — to Ferozepore City, North Western railway	17	13
Hyderabad-Umarkot railway—		
Probable date of opening	22	18
Works in progress	22	18
Indian Midland railway—		
Accidents	176	4
Adoption of revised rates for the carriage of coal and of railway materials and stores on —	136	2
Capital withdrawals during each financial year from the commencement	73	...
Flood damages	170	4
Fuel consumption	144	6
Goods rates	138	12
Revenue transactions and traffic working	95	4
Revision of maximum and minimum fares and rates	136	3
Works in progress	13	3
Indus ferry services—		
Arrangements for the establishment of —	53	15
Irrawaddy steam ferry—		
Arrangements for the opening of —	3	5
Jhānsi—		
Progress at locomotive shops at —, Indian Midland railway	13	3

	Page.	Paragraph.
Jharsuguda—		
Progress of work on extension from — to Sambalpur town, Bengal-Nágpur railway	13	2
Jodhpore-Bickaneer railway—		
Flood damages	173	18
Goods rates	139	22
Revenue transactions and traffic working	109	26
Works in progress	28	32
Junction arrangements—		
Progress of work in connection with the — at Hooghly, Asansol, and Mánikpur	13	1
Kalka-Simla railway survey—		
Particulars of —	35	13
Kashmir railway survey—		
Progress of work	35	14
Khattan oil works	46	15
Khojak tunnel—		
Completion and particulars of —	19	13
Khost colliery	45	13
Kistna bridge on the East Coast railway—		
Scheme for utilizing wells of eastern abutment for a permanent water-supply for the railway cantonment, and possibly for the town of Bezváda	3	5
Kunwa Ghát extension—		
Progress of work on the — Bengal and North Western rail- way, Tirhoot section	15	6
Kurhurbaree and Serampore collieries	41	1
Kurnool road — Kurnool railway survey	33	8
Lines under survey or projected—		
Ahmedabad-Dholera railway	38	23
Ahmedabad-Prantij railway survey	38	22
Bengal and North Western railway system	32	5
Bengal Central railway	37	18
Bengal-Nágpur railway	32	3
Bezváda-Masulipatam railway survey	38	26
Bhánagar-Gondal-Junágarh-Porbandar railway	40	32
Bhopal-Ujjain railway survey	32	4
Bombay and South Coast railway survey	37	20
Burma State railway	37	19
Cuddalore-Pondicherry railway survey	39	28
East Indian railway	30	1
Eastern Bengal state railway	37	17
Frontier railway surveys	34	12
Gaekwar's railways	39	31
Kalka-Simla railway survey	35	13
Kashmir railway survey	35	14
Kurnool road—Kurnool railway survey	33	8
Madras-Gúdur and Nellore-Gúntúr railway survey	38	25
Moghal Sarai-Howrah railway project	30	2
Nadiad-Kapadvanj railway survey	37	21
North Western railway	34	11
Oudh and Rohilkhand railway	36	16
Palanpur-Deesa railway	33	10
Pálghat-Kurrapatnam railway survey	39	27
Peralam-Karikal railway survey	33	9
Rajputana-Malwa state railway system	32	6
Railway in Cutch	40	33
Southern Mahratta railway, Mysore section	33	7

	Page.	Paragraph.
Lines under survey or projected—<i>concl'd.</i>		
Surat-Songad (now Tapti valley) railway survey	38	24
Tinnevely-Quilon railway	39	29
Warangal-Chanda railway survey	39	30
Zhob Valley railway survey	36	15
Locomotives—		
Statement No. 5 showing the number and value of — and vehicles on the standard and metre gauge railways, and the rolling stock fitted with continuous and continuous automatic brakes	54—57	7
Statement No. 38 showing particulars regarding the average number of — in use on the principal railways and the work obtained from each during the two half-years of 1891	164—165	1
Statement No. 39 showing particulars regarding the actual number of — and vehicles employed in conveying traffic and the number of miles travelled by trains	166—169	2
Loss or gain—		
Statement No. 18 showing the direct annual — to the State from railway outlay since 1858	88—89	...
Lucknow-Rae Bareli extension—		
Progress on the — Oudh and Rohilkhand railway	19	14
Madras-Gúdur and Nellore-Gúntúr railway survey—		
Survey from Madras to Bezváda, including a branch to Gúntúr	38	25
Madras railway—		
Accidents	179	14
Bridge (new) over the Pápaghni river, north-west line, progress of work	3	5
Bridge over the Godaveri river	137	9
Coaching fares	148	17
Fuel consumption	26	24
Junction arrangements at Kátpádi on account of the opening of the Villupuram-Gúntakal State railway	106	17
Revenue transactions and traffic working	38	25
Survey of Madras-Gúdur and Nellore-Gúntúr	26	24
Works in progress		
Main results of working—		
Statement No. 15 showing the — on all railways for the years 1890 and 1891	76—77	...
Malir bridge—		
Completion of the — on the North Western railway near Kurrachee	8	5
Makum colliery	41	4
Mánikpur—		
Progress of junction arrangements, East Indian and Indian Mid-land railways at —	13	1
Máyavaram-Mutupet railway—		
Work in progress	17	11
Mean mileage—		
— worked during 1890 and 1891	74	2
Statement showing the open mileage and — for 1890 and 1891	76—77	...
Metre and standard gauge lines—		
Separation of results of working	1	1
Miánwáli-Mári extension—		
Completion of work on the — of the Sind-Sagar railway	3	5
Midghât—		
Progress on new station at — Bhopal-Itársi railway	14	4

	Page.	Paragraph.
Midnapur-Cuttack—		
Lines under survey or projected	31	2
Mileage—		
Additional — sanctioned during 1891-92	{ 2	4
Additions to open — from the 1st April 1891 to the 31st March 1892	iv—v	App. B.
Additions to open — subsequent to the close of the year 1891-92 and up to date (16th May)	1	2
Distribution of open —	2	3
Extensions of line sanctioned from the 1st April 1891 to the 31st March 1892	1	2
Graphic diagram showing the open — from the commencement of operations to the end of 1891	iv—v	App. B.
— opened between the 31st March and 16th May 1892	4	8
Statement showing the total — open and the total mean — worked during 1890 and 1891	2	8
Statement showing progress made in the length of railways open year by year since their commencement	76—77	...
Statement showing lengths of line sanctioned and open for traffic on the 31st March 1892	xiii—xxiii	App. D.
Statement No. 24 showing the — of open lines on the 31st December 1891, and the mean mileage worked during the year	vi—xii	App. C.
Total length of railways open for traffic during 1890-91 and 1891-92, and additional lengths subsequently opened	111—113	...
Total sanctioned — on the 31st March 1892	1	2
	3	4
Mileage cost—		
Total average — of standard, metre and special gauge railways up to the 31st December 1891.	4	7
Military—		
Rolling stock adapted for — purposes	49	9
Military and commercial sections, North Western railway—		
General results of working the — during 1891	101	10
Moghal Sarai-Howrah railway project—		
Particulars of —	30	2
Mohpani colliery	42	6
Morvi railway—		
Accidents	179	15
Mushkaf Bolán state railway—		
Inclusion of Quetta loop, Sibi to Quetta, North Western railway, with the —	21	17
Works in progress	21	17
Mu Valley state railway—		
Opening of section from Shwebo to Wuntho subsequent to the close of the year 1891-92	2	3
Particulars of construction of certain lengths of the —	24	21
Works in progress	24	21
Nadiad-Kapadvanj railway survey—		
Project to be considered hereafter	37	21
Nellore-Gúntúr railway survey—		
Completion of survey work	38	25
Net earnings—		
— and percentage on capital outlay for each class of line	80	12
Graphic diagram showing the — from the commencement of operations to the end of 1891	4	8

	Page.	Paragraph.
Net earnings—<i>concl'd.</i>		
Percentage of — on open line capital expenditure	6	17
Statement No. 16 showing the — and their percentage on capital outlay for the principal railways for the last five years	81	13
Statement No. 24 showing capital expenditure, —, &c., on guaranteed railways from 1870	92	...
Statement No. 29 showing gross earnings, working expenses, —, &c., on the standard and metre gauge railways during 1891	128—31	...
Total—realised during 1890 and 1891	6	16
Nilgiri railway—		
Commencement of work and probable date of completion	3	5
Progress of survey work	28	28
Works in progress	28	28
Nizam's Guaranteed state railway, including the Bezvāda extension—		
Fuel consumption	149	18
Revenue transactions and traffic working	107	22
North Western railway—		
Accidents	177	8
Arrangements with Hall line of steamers for through booking of goods to Europe	3	6
Bridges, progress of work	18	13
Coaching fares	136	6
Dandot and Khost collieries	{ 44	11
Flood damages	45	13
Fuel consumption	172	10
General results of working the military and commercial sections during 1891	146	11
Goods rates	101	10
Heavy repairs and flood protection works on the Sind-Pishin section	138	15
Improvement of grades —	172	10
Junction arrangements at Umballa Cantonment station owing to the entry of the Delhi-Umballa-Kalka railway	{ 3	5
Loop line from Hussainiwala junction to Ferozepore city, construction of —	18	13
Proposed surveys from Wazirabad to Mooltan and Jungshahi to Tatta	17	13
Regrading of the line between Sibi and Násák	34	11
Revenue transactions and traffic working	19	13
Troop traffic works	99	10
Works in progress	17	13
Oil works at Khattan	17	13
	46	15
Open mileage—		
Graphic diagram showing the — from the commencement of operation to the end of 1891	4	8
Lengths opened between the close of the year 1891-92 and the 16th May 1892	2	3
Total length of railways open for traffic during the years 1890-91 and 1891-92, and the additional lengths subsequently opened	{ 1	2
	2	3
Oudh and Rohilkhand railway—		
Accidents	178	9
Bareilly-Rampur-Moradabad extension, progress on —	19	14
Coaching fares	136	7
Flood damages	172	11
Fuel consumption	147	12
Goods rates	139	16
Lines under survey or projected	36	16
Lucknow-Rae Bareli extension, progress on —	19	14

	Page.	Paragraph.
Oudh and Rohilkhand railway—<i>concl'd.</i>		
Revenue transactions and traffic working	101	11
Works in progress	19	14
Pálanpur-Deesa railway survey—		
Particulars of work in progress	33	10
Pálghat-Kurrapatnam railway survey—		
Completion of —	39	27
Passenger traffic—		
Statement No. 26 showing details of — on the standard and metre gauge railways during 1891	116—119	...
Statement No. 28 showing the unit mileages of the — on the standard and metre gauge railways during 1891	124—127	...
Statement showing the number of passengers carried and the passenger unit mileages for 1890 and 1891	76—77	...
Total number of passengers carried and earnings from coaching traffic during 1890 and 1891	4	10
Peralam-Karikal railway survey—		
Progress of work	33	9
Persons employed—		
Number of railway servants employed during 1890 and 1891	151	1
Percentage of casualties amongst Europeans and East Indians during 1890 and 1891	151	2
Statement No. 33 showing number of servants employed on the standard and metre gauge lines on the 31st December 1891.	152—153	...
Statement No. 34 showing casualties by death, resignation and discharge, or dismissal on the standard and metre gauge railways (open lines only) during 1891	154—157	...
Statement No. 35 showing particulars regarding the State railway Provident institutions on the 31st December 1891	158	3
Statement No. 36 showing the Railway Volunteer corps on the 31st March 1892	159—161	4
Statement No. 37 showing the strength and cost of police on the standard and metre gauge railways (open lines) and the amount of compensation payments due to thefts during 1891	162—63	...
Petroleum in Assam	41	3
Police—		
Statement No. 37 showing the strength and cost of — on the standard and metre gauge railways (open lines), and the amount of compensation payments due to thefts during 1891	162—163	...
Principal commodities—		
Statement No. 23 showing the summary of the — carried on the standard and metre gauge railways during 1890 and 1891	110	...
Statement showing the — carried and the receipts therefrom on the standard and metre gauge railways during 1891 as compared with the previous year	xxxiv—xlv	App. G.
Principal events—		
Charge of Bolán railway transferred from open line to Engineer-in-Chief, Mushkaf-Bolán railway	3	6
Completion of the Khojak tunnel	3	6
Opening through of the Bengal-Nágpur and Delhi-Umballa-Kalka railways	3	6
Through booking to Europe by the Hall line of steamers, completion of arrangements with the North Western railway <i>re</i> —	3	5
Transfer of the Amritsar-Patháńkot railway from Provincial to Imperial control	3	6
Provident Institutions—		
Statement No. 35 showing particulars regarding the state railway —	158	3

	Page.	Paragraph.
Quetta coal-fields	46	14
Quetta loop—		
Inclusion of portions of the —, North Western railway from Sibi to Quetta with the Mushkaf-Bolán railway	21	17
Railway servants—		
Number of — employed during 1890 and 1891	151	1
Statement No. 33 showing the number of — employed on the standard and metre gauge railways (open lines only) on the 31st December 1891	152—153	...
Rájpura-Bhátinda railway—		
Revenue transactions and traffic working	108	25
Rajputana-Malwa state railway—		
Accidents	176	5
Coaching fares	137	8
Flood damages	171	7
Fuel consumption	145	8
Goods rates	139	20
Project of a line from Nusseerabad to Kekri	32	6
Revenue transactions and traffic working	97	7
Works in progress	15	8
Rates and fares—		
Alterations in coaching fares on the—		
Bengal-Nágpur railway	136	5
Bombay, Baroda and Central India railway, including the Raj- putana-Malwa state railway	137	8
Madras railway	137	9
North Western railway	136	6
Oudh and Rohilkhand railway	136	7
Alterations in goods rates on the—		
Bengal and North Western railway system	138	13
Bengal Central railway	139	18
Bengal-Nágpur railway	138	11
Bombay, Baroda and Central India railway, including the Rajputana-Malwa state railway	139	20
Burma state railway	139	19
Dibru-Sadiya railway	139	21
East Indian railway	137	10
Eastern Bengal state railway	139	17
Indian Midland railway	138	12
Jodhpore-Bickaneer railway	139	22
North Western railway	138	15
Oudh and Rohilkhand railway	139	16
Revision of maximum and minimum fares and rates	136	3
Revision of rates for carriage of coal	136	2
Southern Mahratta railway system	138	14
Statement No. 31 showing the passenger fares and goods rates on the standard and metre gauge railways	140—143	...
Results—		
Table showing — per train-mile for 1890 and 1891	75	8
Results, financial—		
Explanatory remarks regarding the statements showing the — of working all railways for 1891-92 as compared with actuals for 1890-91	7	17
Statement Nos. 1 to 4 showing — to the State of working for 1890-91 of the—		
East Indian railway	12	...
Guaranteed railways	8	...
State lines leased to Companies	9	...
State railways (Commercial)	10—11	...
State railways (Military)	12	...

	Page.	Paragraph.
Results of working—		
Comparison of financial — of state railways by state agency during 1890 and 1891	83	17
Financial — Indian railways for 1890-91 and 1891-92	7	17
Separation of — standard and metre gauge lines	1—1	...
Statement No. 15 showing the main — of all railways for the years 1890 and 1891	76-77	...
Statement No. 17 showing the general — of the principal standard and metre gauge railways during 1891	84—87	...
Statement No. 22 showing the — the guaranteed railways for 1891	93	...
Statement showing the general — of the standard, metre and special gauge lines during 1891	80	11
Retiring accommodation for females—		
Number of carriages fitted with —	58	...
Revelganj branch of the Bengal and North Western railway—		
Opening for traffic of the —, Company's section	14	6
Revenue transactions and traffic working—		
Particulars regarding — on the—		
Bengal and North Western railway system	95	5
Bengal Central railway	104	13
Bengal-Nágpur railway	94	3
Bhávnagar-Gondal-Junágarh-Porbandar railway	109	27
Bombay, Baroda and Central India railway	106	16
Burma state railway system	104	14
Delhi-Umballa-Kalka railway	107	18
Deoghur railway	107	20
Dibru-Sadiya railway	107	21
East Indian railway, including the Patna-Gya state railway	94	2
Eastern Bengal state railway	102	12
Gaekwar's Mehsána railway	108	24
Gaekwar's Petlád railway	108	23
Great Indian Peninsula railway system	105	15
Indian Midland railway system	95	4
Jodhpore-Bickaneer railway	109	26
Madras railway	106	17
Nizam's Guaranteed state railway system	107	22
North Western railway system	99	10
Oudh and Rohilkhand railway	101	11
Rájpura-Bhátinda railway	108	25
Rajputana-Malwa State railway	97	7
Rohilkhand-Kumaun railway system	96	6
South Indian railway system	98	9
Southern Mahratta railway system	97	8
Tárakeshwar railway	107	19
West of India Portuguese railway	109	28
Statement No. 17 showing the general results of working of the principal standard and metre gauge railways during 1891	84—87	...
Statement No. 23 showing the summary of the principal commodities carried and the receipts therefrom on the standard and metre gauge railways during 1890 and 1891	110	...
Statement No. 24 showing the mileage of railways open for traffic on the 31st December 1891 and the mean mileage worked during the year	111—113	...
Statement No. 25 showing the cost of the several open lines and the average cost per mile to the 31st December 1891	114—115	...
Statement No. 26 showing the passenger trafficon the standard and metre gauge railways during 1891	116—119	...

	Page.	Paragraph.
Revenue transactions and traffic working—<i>concl'd.</i>		
Statement No. 27 showing the goods traffic on the standard and metre gauge railways during 1891	120—123	...
Statement No. 28 showing the unit mileages of passengers and goods on the standard and metre gauge railways during 1891.	124—127	...
Statement No. 29 showing the gross earnings per train-mile and per mile per week, and the working expenses and net earnings per train-mile on the standard and metre gauge railways during 1891	128—131	...
Statement No. 30 showing the working expenses, &c., on the standard and metre gauge railways during 1891	132—135	...
Revised classification—		
— of railways adopted for the present Administration Report.	{ 1 vi—xii	1 App. C.
Rohilkhand-Kumaun railway system—		
Completion of the Gola Gokaran Nath-Pilibhit branch of the Lucknow-Bareilly section	15	7
Flood damages	170	6
Progress on Dudwa extension	15	7
Revenue transactions and traffic working	96	6
Revision of maximum and minimum fares and rates	136	3
Withdrawals of capital expenditure during each financial year from the commencement to the 31st March 1891	73	...
Works in progress	15	7
Rolling stock—		
Adapted for military purposes	49	9
Committee of locomotive and carriage superintendents in India	53	12
Fittings for Lushai and Collis' Dandies	49	8
Particulars of automatic vacuum brakes fitted to — of certain railways	51	10
Particulars of couplings fitted to — of certain railways	52	11
Statement No. 5 showing the number and value of locomotives and vehicles on the standard and metre gauge railways, and the rolling stock fitted with continuous and continuous automatic brakes	54—57	...
Statement No. 5 A. showing the number of carriages fitted with retiring accommodation for females	58	...
Statement No. 38 showing the average number of locomotives in use on the principal railways and the average work obtained from each during the two half-years of 1891	164—165	1
Statement No. 39 showing the number of engines and vehicles used in conveying traffic and the number of miles travelled by trains on the standard and metre gauge railways during 1891	166—169	...
Sambalpur town—		
Progress of work on the extension from Jharsuguda to —, Bengal-Nágpur railway	13	2
Saranda tunnel—		
Progress with the —	13	2
Seeds and grain traffic—		
Total weight of — carried during 1890 and 1891	5	12
Serampore and Kurhurbaree collieries	41	1
Sind-Pishin section, North Western railway—		
Realignment between Mudgorge and Chappar rift	19	13
Regrading of line Sibi to Násák	19	13
Works in progress	19	13
Sind-Sagar section, North Western railway—		
Completion of work on Miánwáli-Mári extension	3	5
Works in progress	19	13

	Page.	Paragraph.
Singareni colliery	44	10
Sini-Midnapur—		
Lines projected	31	2
Sinking fund—		
Contribution to — during 1890-91 and 1891-92 for redemption of capital	7	17
South Indian railway—		
Accidents	177	7
Flood damages	172	9
Fuel consumption	146	10
Increased waterway and protective works	3	5
Progress of junction arrangements with the Májavaram-Mutupet railway at Tiruvallúr	16	10
Revenue transactions and traffic working	98	9
Revision of maximum and minimum fares and rates	136	3
Revision of train service	98	9
Works in progress	15	10
Southern Mahratta railway system—		
Accidents	176	6
Capital withdrawals during each financial year from the commencement	73	...
Flood damages	171	8
Fuel consumption	145	9
Goods rates	138	14
Revenue transactions and traffic working	97	8
Revision of maximum and minimum fares and rates	136	3
Survey of extension from Nanjangúd to Gudalur	33	7
Water-supply at Hubli	15	9
Works in progress	15	9
Special gauge—		
Exclusion from statistical statements	1	1
Standard and metre gauge lines—		
Separation of results of working	1	1
State railways—		
Financial results of working the — by state agency for 1890 and 1891	83	17
Statistical statements—		
Exclusion of special gauge railways from —	1	1
Statistics—		
Statement No. 17 showing the — of working of the principal standard and metre gauge railways during 1891	84—87	...
Statement showing the revenue — grouped in eight classes of railways for 1890 and 1891	75	8
Table showing the general results of working and revenue — of the standard, metre and special gauge lines during 1891	80	11
Stores—		
Cost of the establishments at ports	48	3
Expenditure in England	48	1
Expenditure in India	48	2
Losses of stores at sea	48	5
Ships employed	48	4
Value of imported stores held in reserve at Calcutta	48	6
Surat-Songad (now Tapti valley) railway survey—		
Works in progress	38	24
Surplus profits—		
Statement No. 20 showing the — up to the end of 1879 and half-yearly from 1880 earned by guaranteed railways to the 31st December 1891	91	...

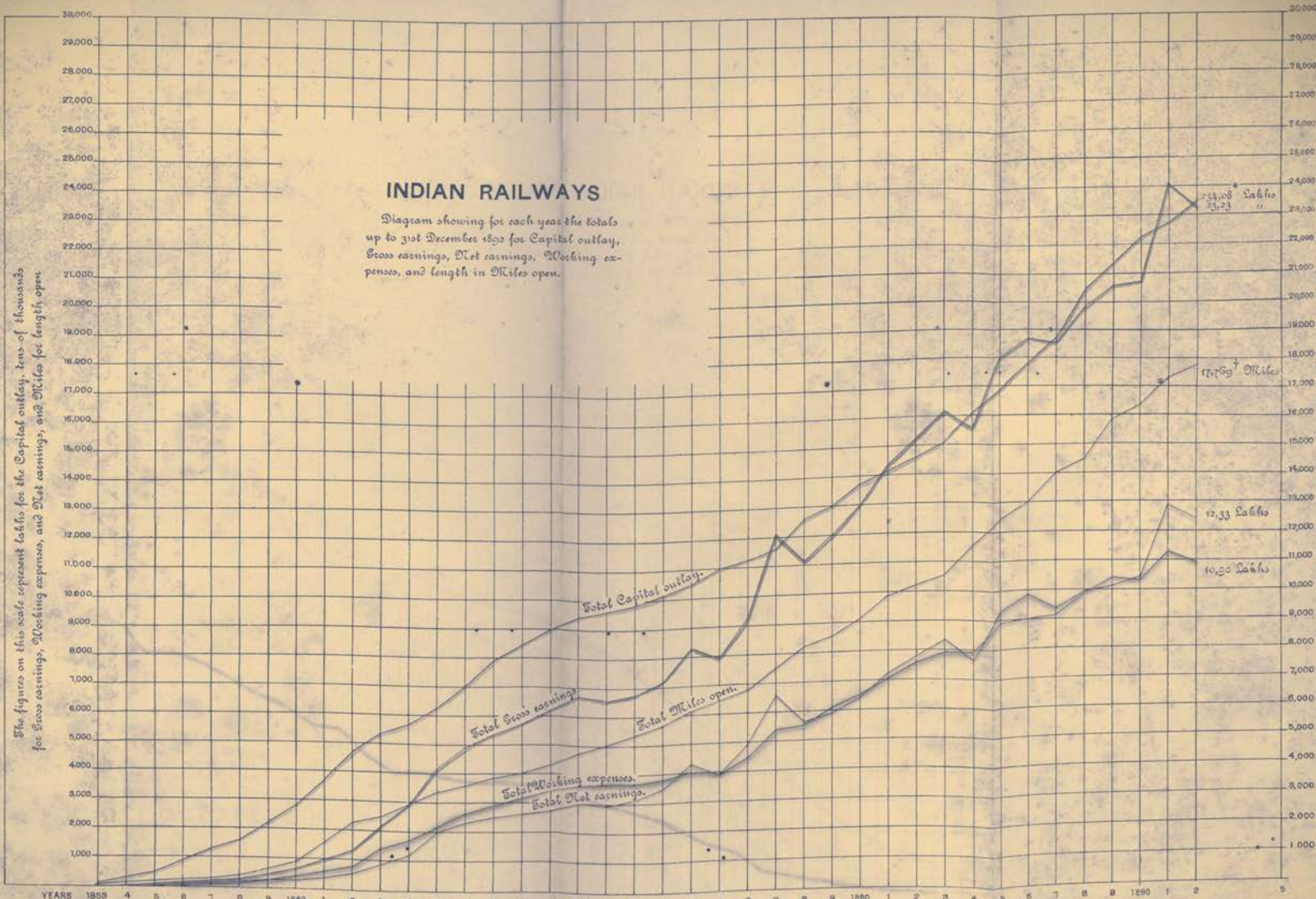
	Page.	Paragraph.
Surveys—		
<i>See</i> "Lines under survey or projected."		
Surveys between Calcutta and Moghal Sarai—		
Progress of work	30—32	2
Tabular statements—		
List of ——— contained in the Administration Report	x—xii*	
Tárakeshwar railway—		
Revenue transactions and traffic working	107	19
Through booking of passengers and goods traffic to Europe—		
Particulars of the North Western railway earnings from passengers and parcels traffic during 1890 and 1891	100	10
Tinnevelly-Quilon railway—		
Negotiations for a line from Tinnevelly to Quilon	39	29
Tirhoot State railway—		
<i>See</i> "Bengal and North Western railway system."		
Tiruvallur—		
Progress with junction arrangements at ———, South Indian and Májavaram-Mutupet railways	16	10
Tonnage of goods—		
Aggregate ——— moved and the earnings from goods traffic during 1890 and 1891	5	11
Statement No. 27 showing the ——— and the earnings from goods traffic on the standard and metre gauge railways during 1891	120—123	...
Toungoo-Mandalay railway—		
Progress of survey works	37	19
Traffic results—		
Coaching traffic	74	4
Goods traffic	74	5
Traffic working and revenue transactions—		
Particulars regarding ——— on the—		
Bengal and North Western railway system	95	5
Bengal Central railway	104	13
Bengal-Nágpur railway	94	3
Bhávnagar-Gondal-Junágarh-Porbandar railway	109	27
Bombay, Baroda and Central India railway	106	16
Burma state railway system	104	14
Delhi-Umballa-Kalka railway	107	18
Deoghur railway	107	20
Dibru-Sadiya railway	107	21
East Indian railway, including the Patna-Gya state railway	94	2
Eastern Bengal state railway	102	12
Gaekwar's Mehsána railway	108	24
Gaekwar's Petlád railway	108	23
Great Indian Peninsula railway system	105	15
Indian Midland railway system	95	4
Jodhpore-Bickaneer railway	109	26
Madras railway	106	17
Nizam's Guaranteed state railway system	107	22
North Western railway system	99	10
Oudh and Rohilkhand railway	101	11
Rájpura-Bhátinda railway	108	25
Rajputana-Malwa state railway	97	7
Rohilkhand-Kumaun railway system	96	6
South Indian railway system	98	9
Southern Mahratta railway system	97	8
Tárakeshwar railway	107	19
West of India Portuguese railway	109	28
Statement No. 17 showing the general results of working of the principal standard and metre gauge railways during 1891	84—87	...

* See after "Contents."

	Page.	Paragraph.
Traffic working and revenue transactions—concl'd.		
Statement No. 23 showing the summary of the principal commodities carried and the receipts therefrom on the standard and metre gauge railways during 1890 and 1891	110	...
Statement No. 24 showing the mileage of railways open for traffic on the 31st December 1891 and the mean mileage worked during the year	111—113	...
Statement No. 25 showing the cost of the several open lines and the average cost per mile to the 31st December 1891	114—115	...
Statement No. 26 showing the passenger traffic on the standard and metre gauge railways during 1891	116—119	...
Statement No. 27 showing the goods traffic on the standard and metre gauge railways during 1891	120—123	...
Statement No. 28 showing the unit mileages of passengers and goods carried on the standard and metre gauge railways during 1891	124—127	...
Statement No. 29 showing the gross earnings per train-mile and per mile per week and the working expenses and net earnings per train-mile on the standard and metre gauge railways during 1891	128—131	...
Statement No. 30 showing the working expenses, &c., on the standard and metre gauge railways during 1891	132—35	...
Train-miles—		
Statement No. 39 showing the — run on the standard and metre gauge railways during 1891	166—169	...
Statement showing the total — run on all railways during 1890 and 1891	76—77	...
Table showing the results per — during 1890 and 1891	75	8
Tramways—		
Total length of steam — working outside municipal limits	2	2
Troop traffic works—		
Progress with — North Western railway	17	13
Tunnel—		
Commencement of boring of Panchpiplia—Godhra-Rutlam railway	14	5
Progress in construction of the Saranda — Bengal-Nágpur railway	13	2
Umaria colliery	43	7
Umballa cantonment—		
Junction arrangements, North Western and Delhi-Umballa-Kalka railways at — station	18	13
Unit mileages—		
Statement No. 28 showing the — of passengers and goods conveyed on the standard and metre gauge railways during 1891	124—127	...
Vacuum brakes—		
Fitting of automatic — to the rolling stock of all standard gauge state railways, also adoption by all guaranteed railways and other railway companies suggested by Government.	51	10
Villupuram-Guntakal section, South Indian railway—		
Completion of the Nagar, Pálár and certain other bridges on —	16	10
Opening of the — from Pákala junction to Guntakal	16	10
Progress of work on the Panaméru and Pennér bridges	16	10
Works in progress	16	10
Volunteer corps—		
Statement No. 36 showing particulars regarding the — on the several railways on the 31st March 1892	159—161	4
Warangal Chanda railway survey—		
Works in progress	39	30

	Page.	Paragraph.
Warora colliery	41	5
West of India Portugese railway—		
Revenue transactions and traffic working	109	23
Wheat traffic—		
Quantities of wheat carried by the principal exporting railways, and the exports from Calcutta, Bombay and Kurrachee ports during the last three years	5	13
Working expenses—		
Explanatory remarks on —	74	6
Graphic diagram showing the — from the commencement of operations to the end of 1891	4	8
Statement No. 29 showing the gross earnings, —, &c., on the standard and metre gauge railways during 1891	128—131	...
Statement No. 30 showing the — on the standard and metre gauge railways during 1891	132—135	...
Statement showing the gross earnings of the principal railways per mile per week and the percentage of — on gross earnings for 1890 and 1891	78	9
Statement showing the gross earnings and — on all railways for 1890 and 1891	76—77	...
Total — during 1890 and 1891 and the percentage on gross earnings under the several departmental heads for 1891	6	15
Works completed and in progress—		
Arrangements for the opening of the Indus and Irrawaddy steam ferries	3	5
Bridge over the Kistna river at Bezvada on the East Coast rail- way	3	5
Bridge over the Pápaghni river, Madras railway	3	5
Commencement of work, Godhra-Rutlam, Assam-Bengal, and Nilgiri railways	3	5
Completion of work on the Miánwáli-Mári extension of the Sind- Sagar railway and on the Chaman extension railway	3	5
Improvement of grades, North Western railway	3	5
Increased waterway, and protective works necessitated by floods, South Indian and Eastern Bengal State railways	3	5
Progress of work on East Coast railway	3	5
Renewal of Malir bridge, North Western railway	3	5
Sanction to estimate for bridge over the Godávári river, Madras railway	3	5
Scheme for utilizing wells, eastern abutment, Kistna bridge	3	5
Works in progress—		
Particulars regarding — on the—		
Assam-Bengal railway	17	12
Bengal and North Western railway	14	6
Bengal Central railway	21	16
Bengal Dooars railway	27	27
Bengal-Nágpur railway	13	2
Bhāvnagar-Gondal-Junágarh-Porbandar railway	29	33
Bhopal-Itársi railway	14	4
Bína-Guna railway	28	31
Bombay, Baroda and Central India railway	26	23
Burma state railway	23	20
Cooch Behar state railway	28	30
Delhi-Umballa-Kalka railway	27	25
Dibru-Sadiya railway	27	26
East Coast railway	22	19
East Indian railway	13	1
Eastern Bengal state railway	20	15
Gaekwar's Mehsána railway	28	29
Godhra-Rutlam railway	14	5
Great Indian Peninsula railway system	25	22
Hyderabad-Umarkot railway	22	18

	Page.	Paragraph.
Works in progress—concl'd.		
Particulars regarding — on the—		
Indian Midland railway	13	3
Jodhpore-Bickaneer railway.	28	32
Madras railway	26	24
Máyavaram-Mutupet railway	17	11
Mushkaf-Bolán state railway	21	17
Mu Valley state railway	24	21
Nílgeri railway	28	28
North Western railway system	17	13
Oudh and Rohilkhand railway	19	14
Rajputana-Malwa state railway	15	8
Rohilkhand-Kumaun railway system	15	7
South Indian railway	15	10
Southern Mahratta railway system	15	9
Zhob Valley railway survey—		
Particulars of the two sections under survey	36	15



Reg. No. 475, Works, By June 1903.

* As per details in para. 1, Chap. VI, of the Administration Report	233.58
Deduct Cherra-Companyganj, treated as a steam-tramway for purposes of other Chapters of the Report.	8
	233.50
* Add Calcutta Port Commissioners', not included in Chap. VI	58
Total	234.08 Lakhs.

† Excludes 99 Miles of the old Oudha loop, which is being reconstructed.

Lakhs, & L.G., Calcutta

Corrected up to 2114 March 1893

Corrected up to 2114 March 1893



ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

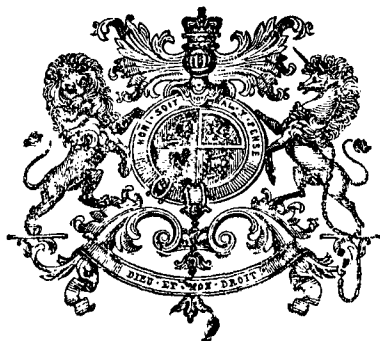
FOR

1892-93.

BY

LIEUTENANT-COLONEL R. A. SARGEAUNT, R.E.,
Assoc. Inst. C. E., F. I. Inst.,
DIRECTOR GENERAL OF RAILWAYS

PART I.



Submitted to the Government of India on the 30th of May 1893.

SIMLA:

PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.

1893.

SIMLA :

PRINTED AT THE GOVERNMENT CENTRAL PRINTING OFFICE.

Administration report on the railways in India for 1892-93—Part I.

ERRATA.

- In the table of contents, page ii, 4th line—*for* “The Nizam’s Guaranteed (state) railway” *read* The Nizam’s Guaranteed State railway.
- Chapter II, page 13, paragraph 1, 15th line—*for* “Khoraad” *read* Khorabad.
- Chapter II, page 19, paragraph 14—Mileage of Langar division—*for* “25 miles” *read* 35 miles.
- Chapter V, page 53, 9th line—*for* “metre (gauge)” *read* (metre gauge).
- Chapter V, in the first column of the table on page 57, *for* “11. The Nizam’s Guaranteed (state)” *read* 11. The Nizam’s Guaranteed State.
- Chapter VII, page 84, second foot-note.—*Insert* dagger as mark of reference and *read* Khusálgarh branches *for* type which is disarranged.
- Chapter VII, page 92, Statement No. 17—against “Progressive No. 15 Net earnings,” column “XXXIX South Indian” *read* dagger mark of reference *for* asterisk.
- Chapter XII, page 176, Note to Statement No. 39—*for* “The figures within brackets included in the total” *read* The figures within brackets are not included in the totals. And in the same note on page 178 *for* the word “total” *read* totals.
- Appendix E, page XXV, Note (p) in remarks column—*for* “2 miles of military line,” *read* 6·13 miles of military line.
- Appendix E, page XXVI—In the column “1863” against “South Indian railway” *for* “81” *read* 81½.
- Index, page lii—In the column “Paragraph” against “Frontier railway surveys, Derajat division”—*for* “91” *read* 19.
- Index, page lvi, under main head “Lines under survey or projected,”—*for* “Rae Bareli-Benares section of the Lucknow-Rae Bareli-Banares railway” *read* Rae Bareli-Benares section of the Lucknow-Rae Bareli-Banares railway.
- Index, page lvii, against main head “Mandalay-Kunlon railway survey” *insert* 35 in column “Page” and 23 in column “Paragraph.”
- Index, page lvii, *strike out* “35” in column “Page” and “23” in column “Paragraph” misprinted against the main head “Map.”
- Index, page lvii, under main head “Map”—*for* “illustrating the suggestions of the Finance Commission” *read* illustrating the suggestions of the Famine Commission.
- Index, page lviii, under main head “Mu Valley state railway” *read* Works in progress as the second sub-head.
- Index, page lxi, under main head “Rajputana-Malwa railway”—*for* sub-head “Fuel consumption” *read* Fuel consumption.
- Index, page lxv, under main head “Telanpali”—*read* “Coal-field at — near the Eeb river” as the sub-head, and against it *insert* 45 in column “Page” and 8 in column “Paragraph.”
- Index, page lxv, *strike out* “45” under column “Page” and “8” under column “Paragraph” misprinted against the main head “Tinnevelly-Quilon railway.”
- Index, page lxvi, under main head “Works completed and in progress”—*for* sub-head “Conversion of the late Naihati (4’ 0” gauge) railway to the standard gauge” *read* Conversion of the late Nalháti (4’ 0” gauge) railway to the standard gauge.
- Map illustrating the railways sanctioned during the administrations of the several Viceroys—Under “Earl Canning” in the marginal references against “South Indian, Erode to Negapatam” *insert* (d) in the second column opposite “166½” and *add* the following foot-note :
- (d) Originally constructed on the standard gauge, converted to the metre gauge partly in 1875 and partly in 1879.
- In the references to the same map
- for* “Lord Northbrook” *read* Earl of Northbrook,
- for* “Lord Lytton” *read* Earl of Lytton, and
- for* “The Earl of Dufferin and Ava” *read* The Marquis of Dufferin and Ava.

CONTENTS.

	Page.	Paragraph.
CHAPTER I.		
GENERAL.		
Classification	1	1
Open mileage	1	2 & 3
Extensions of line sanctioned	2	4
Total sanctioned mileage	2	5
Important works completed and in progress	2	6
Principal events	3	7
Cost	4	8
Graphic diagram of mileage and financial results	4	9
Maps	4	10
Gross earnings	5	11
Passenger traffic	5	12
Goods traffic	5	13
Approximate earnings during the 1st quarter of 1893	6	14
Working expenses	6	15
Net earnings	6	16
Return on capital	6	17
Financial results	7	17
<i>Statements.</i>		
Financial results of working the guaranteed railways	8	17
Financial results of working the state lines leased to companies	9	17
Financial results of working the state railways, commercial and military	10—12	17
Financial results of working the East Indian railway	12	17
CHAPTER II.		
WORKS IN PROGRESS.		
East Indian railway	13	1
Bengal-Nágpur railway	13	2
Indian Midland railway	13	3
Bhopal-Itársi railway	14	4
Godhra-Rutlam railway	11	5
North Western railway system	14	6
Hyderabad-Umarkot railway	16	7
Oudh and Rohilkhand (state) railway	16	8
Lucknow-Rae Bareli section of the Lucknow-Rae Bareli-Benares railway	16	9
Bareilly-Rámpur-Moradabad railway	16	10
Eastern Bengal (state) railway	16	11
Bengal Central railway	17	12
Mushkaf-Bolán (state) railway	17	13
Mári-Attock railway	19	14
East Coast railway	19	15
Great Indian Peninsula railway system	19	16
Bombay, Baroda and Central India railway	20	17

	Page.	Paragraph.
CHAPTER II— <i>concl'd.</i>		
WORKS IN PROGRESS— <i>concl'd.</i>		
Madras railway	20	18
The Nizam's Guaranteed (state) railway	21	19
Mysore Gold-fields railway	21	20
Bina-Guna railway	21	21
Bhopal-Ujjain railway	21	22
Bengal and North-Western railway system	21	23
Rajputana-Malwa railway	22	24
Southern Mahratta railway system	22	25
Dharmavaram-Mysore frontier and Mysore frontier-Bangalore railways	23	26
South Indian railway	23	27
Assam-Bengal railway	24	28
Máyavaram-Mutupet railway	24	29
Pálanpur-Deesa railway	25	30
Burma (state) railway	25	31
Mu Valley (state) railway	25	32
Rohilkund and Kumaon railway system	26	33
Bengal Dooars railway	27	34
Dibru-Sadiya railway	27	35
Nílgi-ri railway	27	36
The Gaekwar's Mehsána railway	27	37
Jodhpore-Bickaneer railway	27	38
Bhávnagar-Gondal-Junágarh-Porbandar railway	28	39
Jetalsar-Rájkot railway	28	40
Cooch Behar railway	28	41
CHAPTER III.		
LINES UNDER SURVEY OR PROJECTED.		
Delhi-Minchinabad railway survey	29	1
Wazirabad-Mooltan railway survey	29	2
Kashmir railway surveys	30	3
Rae Bareli-Benares section of the Lucknow-Rae Bareli-Benares railway	30	4
Moghal Sarai-Palamow railway project	31	5
Cuttack-Midnapur-Calcutta railway survey	31	6
Madras-Bezváda railway	31	7
East Coast railway	31	8
Sambalpur-Khurda railway survey	31	9
North Western (state) railway	31	10
Amritsar-Tarn Taran railway	32	11
Raipur-Vizagapatam railway project	32	12
Jubbulpore-Gondia or Tumsar road railway	32	13
Rutlam-Bhurlpore-Muttra railway survey	32	14
Jeypore-Chámbal railway project	32	15
Tápti Valley railway survey	32	16
Deesa-Umarkot railway	33	17
Mári-Attock railway	33	18

	Page.	Paragraph.
CHAPTER III— <i>concl'd.</i>		
LINES UNDER SURVEY OR PROJECTED— <i>concl'd.</i>		
Frontier railway surveys	33	19
Tinnevely-Quilon railway	34	20
Southern Mahratta railway, Mysore section	34	21
Chittagong-Akyab-Minhla railway reconnaissance survey	34	22
Mandalay-Kunlon railway survey	35	23
Ludhiána-Ferozepore	36	24
Connection with Bhagwangola	36	25
Singia-Madaripur railway survey	36	26
Eastern Bengal (state) railway	36	27
Bezváda-Masulipatam railway	37	28
Jungshahi-Tatta railway survey	37	29
Umballa-Patíála railway survey	37	30
Pesháwar-Michni railway project	37	31
Aonla-Budáon railway survey	37	32
Palghat-Kurrapatnam railway survey	37	33
Shoranur-Trichur railway survey	38	34
Ahmedabad-Parantij railway	38	35
Burma (state) railway	38	36
Mu Valley (state) railway	38	37
Bengal and North-Western railway (Company's section)	38	38
Bengal and North-Western railway (Tirhoot section)	38	39
Robilkund and Kumaon railway	38	40
Nusseerabad-Kekri railway	38	41
Kurnool road-Kurnool railway	39	42
Sultanpur-Bogra and Hili-Bhowaniganj railways	39	43
Kalka-Simla railway survey	39	44
Surveys in connection with the Gaekwar's railways	39	45
Nilgiri railway	40	46
Decsa-Bháj and Detroj-Bechráji railways	40	47
Porto Novo-Salem railway	40	48
Palghat-Dindigul railway	40	48
Peralam-Karikal railway	40	48
Madura-Pámban railway	40	48
Cuddalore-Pondicherry railway	40	48
Howrah-Garden Reach railway survey	40	49
CHAPTER IV.		
COLLIERIES AND OIL WELLS.		
Kurhurbaree and Serampore collieries	41	1
Eastern Bengal (state) railway	41	2
Makum colliery	41	3
Petroleum in Assam	41	4
Warora colliery	42	5
Mohpani colliery	43	6
Umaria colliery	43	7
Coal-field at Telanpali near the Eeb river	45	8

	Page.	Paragraph.
CHAPTER IV— <i>concl'd.</i>		
COLLIERIES AND OIL WELLS— <i>concl'd.</i>		
Daltonganj (Palamow) coal-field	45	9
Singareni colliery	45	10
Dandot colliery	46	11
Coal-field at Bhaganwala (Salt range)	47	12
Khost colliery	47	13
Quetta coal-fields	48	14
Baluchistan petroleum operations	48	15
Total coal production	48	16
<i>Statement.</i>		
Statement showing the quantity in tons of coal produced in India during the last thirteen years	49	16
CHAPTER V.		
STORES AND ROLLING-STOCK (CAPITAL).		
<i>Stores.</i>		
Expenditure in England	50	1
Expenditure in India	50	2
Cost of the establishment at ports	50	3
Ships employed	50	4
Losses of stores at sea	50	5
Value of imported stores held in reserve	51	6
<i>Rolling-stock.</i>		
Number of locomotives and vehicles on the standard metre gauge railways	51	7
Fittings for Lushai and Collis' dandies	51	8
Rolling-stock adapted for military purposes	51	9
Brakes	53	10
Couplings	54	11
Retiring accommodation for females	55	12
Standard equipment of relief vans	55	13
Lighting of railway carriages with gas on Pintsch's system	55	14
Committee of locomotive and carriage superintendents in India	56	15
<i>Statements.</i>		
Number of carriages fitted with hooks or racks for soldiers' rifles	57	9
Number and value of locomotives and vehicles on the stand- ard and metre gauge railways, and the rolling-stock fit- ted with continuous and continuous automatic brakes	58—61	7
Number of carriages fitted with retiring accommodation for females in order to comply with the requirements of sec- tion 64 of the Indian Railways Act, IX of 1890	62	12
CHAPTER VI.		
CAPITAL.		
Total capital expenditure on Indian railways, including lines under construction and survey, and collieries	63	1

	Page.	Paragraph.
CHAPTER VI— <i>concl'd.</i>		
CAPITAL— <i>concl'd.</i>		
Statements.		
Total capital raised by the guaranteed companies	63	2
Total capital raised for state lines leased to companies	64	2
Debenture loans	65	3
Expenditure in England and India on Indian state railways	66—73	3
Capital authorized to be raised, the amount raised, and amount withdrawn by guaranteed and subsidized railways and state lines leased to companies	74 & 75	3
Amount received from and withdrawn by guaranteed and subsidized railways, and state lines leased to companies	76 & 77	3
Withdrawals out of capital for expenditure by guaranteed railway companies during each financial year from the commencement	78	3
Capital withdrawals by the Bengal Central, Southern Mah-ratta, Mysore, Bengal-Nágpur, Indian Midland, Lucknow-Bareilly, and Assam-Bengal railways during each financial year from the commencement	79	3
Withdrawals out of capital for expenditure by the Rohil-kund and Kumaon Railway Company during each finan-cial year from the commencement	79	3
CHAPTER VII.		
MAIN RESULTS OF WORKING AND REVENUE STATISTICS.		
Mean mileage worked and capital outlay	80	2
Gross earnings	80	3
Coaching traffic	80	4
Goods traffic	80	5
Working expenses	80	6
Net earnings and return on capital	80	7
Results per train-mile	81	8
Earnings per mile per week and ratio of working expenses to gross earnings	82	9
Earnings per mean mile worked per week in five yearly periods	83	10
Capital expenditure and general results of working of all railways	84	11
Net earnings and percentage on capital outlay	84	12
Direct annual loss or gain to the state from railway outlay	85	13
Results of working the guaranteed railways	85	14
General results of working the principal standard and metre gauge railways	85	15
Financial results of state lines worked by state agency, excluding non-commercial sections and Provincial lines	86	16

	Page.	Paragraph.
CHAPTER VII— <i>concl'd.</i>		
MAIN RESULTS OF WORKING AND REVENUE STATISTICS— <i>concl'd.</i>		
<i>Statements.</i>		
Net earnings and their percentage on capital expenditure on open line, including steam-boat service, but excluding suspense accounts, for the principal railways during the last five years	87	17
Main results of working of all railways	88 & 89	1
General results of working the principal standard and metre gauge railways	90—93	15
Direct annual gain or loss to the State from railway outlay from 1858-59	94 & 95	13
Guaranteed interest, Indian railways	96	14
Amount of total surplus profits earned by the guaranteed railways for distribution between Government and railway companies	97	14
Capital expenditure, net revenue, guaranteed interest, interest in excess of revenue, and revenue in excess of interest on the guaranteed railways from 1870	98	14
Result of working the guaranteed railways	99	14
CHAPTER VIII.		
DETAILS OF REVENUE EARNINGS AND EXPENDITURE.		
Public traffic	100	1
Grain and seeds traffic	100	2
Wheat traffic	100	3
Principal features of working	101	4
East Indian, including the Patna-Gya railway	101	5
Bengal-Nágpur railway	101	6
Indian Midland railway system	102	7
North Western (state) railway system	102	8
Hyderabad-Umarkot railway	104	9
Oudh and Rohilkhand (state) railway	104	10
Eastern Bengal (state) railway	105	11
Bengal Central railway	106	12
Great Indian Peninsula railway system	106	13
Bombay, Baroda and Central India railway	106	14
Madras railway	107	15
The Nizam's Guaranteed (state) railway system	107	16
The Gaekwar's Petlád railway	108	17
Rájpura-Bhátinda railway	108	18
Bengal and North-Western railway system	108	19
Rajputana-Malwa railway	109	20
Southern Mahratta railway system	109	21
South Indian railway system	110	22
Burma (state) railway system	111	23
Deoghur railway	112	24
Rohilkund and Kumaon railway system	112	25
Dibru-Sadiya railway.	112	26

	Page.	Paragraph.
CHAPTER VIII— <i>concl'd.</i>		
DETAILS OF REVENUE EARNINGS AND EXPENDITURE— <i>concl'd.</i>		
The Gaekwar's Mehsána railway	113	27
Jodhpore-Bickaneer railway	113	28
Bhávnaġar-Gondal-Junáġarh-Porbandar railway	113	29
West of India Portuguese railway	113	30
<i>Statements.</i>		
Summary of principal commodities carried on the standard and metre gauge railways	114	1
Mileage of railways open for traffic on the 31st December 1892, and the mean mileage worked during the year	115—17	4
Capital outlay on open lines of railway on the 31st December 1892, and the average cost per mile	118 & 19	4
Passenger traffic on the standard and metre gauge railways	120—23	4
Goods traffic on the standard and metre gauge railways	124—27	4
Unit mileages of passenger and goods traffic, standard and metre gauge railways	128—31	4
Gross earnings, working expenses, and net earnings and results per train-mile ; also gross earnings per mean mile worked per week on the standard and metre gauge railways	132—35	4
Working expenses in detail on the standard and metre gauge railways	136—39	4
CHAPTER IX.		
RATES AND FARES.		
Maximum and minimum rates and fares	140	1
Revised rates for the carriage of coal and railway materials	140	2
Ordinary passenger fares and goods rates	140	3
Alteration in rates and fares	140	4
<i>Coaching fares.</i>		
Bengal-Náġpur railway	141	5
Indian Midland railway system	141	6
Oudh and Rohilkhand (state) railway	141	7
Bengal and North-Western railway system	141	8
Southern Mahratta railway	141	9
Burma (state) railway	141	10
Rohilkund and Kumaon railway system	141	11
<i>Goods rates.</i>		
Bengal-Náġpur railway	142	12
Indian Midland railway	142	13
North Western railway system	142	14
Oudh and Rohilkhand (state) railway	142	15
Eastern Bengal (state) railway	142	16
Great Indian Peninsula railway system	142	17
Bombay, Baroda and Central India railway system	143	18

	Page.	Paragraph.
CHAPTER IX—concl'd.		
RATES AND FARES—concl'd.		
Goods rates—concl'd.		
Southern Mahratta railway system	143	19
Jodhpore-Bickaneer railway	143	20
Statement.		
Passenger fares and goods rates on the standard and metre gauge railways	144—47	3
CHAPTER X.		
FUEL CONSUMPTION.		
Total consumption of fuel on the standard and metre gauge railways	148	1—2
Particulars regarding the description of fuel used on the principal railways	148	3
East Indian railway	148	4
Bengal-Nágpur railway	148	5
Indian Midland railway	148	6
North Western (state) railway	149	7
Oudh and Rohilkhand (state) railway	149	8
Eastern Bengal (state) railway	150	9
Great Indian Peninsula railway system	150	10
Bombay, Baroda and Central India railway	151	11
Madras railway	151	12
The Nizam's Guaranteed (state) railway system	151	13
Bengal and North-Western railway system	152	14
Rajputana-Malwa railway	152	15
Southern Mahratta railway system	152	16
South Indian railway	153	17
Burma (state) railway system	153	18
Jodhpore-Bickaneer railway	153	19
Bhávnagar-Gondal-Junágarh-Porbandar railway	153	20
Statement.		
Particulars of fuel consumption on the principal railways	154	3
CHAPTER XI.		
PERSONS EMPLOYED.		
Summary of the number of servants employed on the standard and metre gauge railways open for traffic	155	1
Percentage of casualties amongst the European and East Indian employés on the standard and metre gauge railways open for traffic	155	2
Statements.		
Number of servants employed on the standard and metre gauge railways open for traffic	156—59	1
Number of casualties by death, resignation, discharge, or dismissal amongst the European and East Indian employés on the standard and metre gauge railways open for traffic	160—67	...
Provident Institutions	168	3
Railway Volunteer Corps	169—71	4
Strength and cost of police on the standard and metre gauge railways open for traffic	172 & 73	5

	Page.	Paragraph.
CHAPTER XII.		
ROLLING-STOCK (REVENUE). <i>Statements.</i>		
Average number of locomotives in use on the principal rail- ways, and the work obtained from each	174 & 175	1
Number of engines and vehicles used in conveying traffic, and the number of miles travelled by trains, standard and metre gauge railways	176—79	2
CHAPTER XIII.		
FLOOD DAMAGES.		
Bengal-Nágpur railway	180	2
North Western (state) railway system	180	3
Eastern Bengal (state) railway	181	4
Great Indian Peninsula railway system	181	5
Bombay, Baroda and Central India railway	182	6
Madras railway	182	7
Bengal and North-Western railway system	182	8
Rajputana-Malwa railway	182	9
Southern Mahratta railway system	183	10
South Indian railway	183	11
Burma (state) railways' system	183	12
Dibru-Sadiya railway	184	13
The Gaekwar's Mehsána railway	184	14
Jodhpore-Bickaneer railway	184	15
CHAPTER XIV.		
ACCIDENTS.		
East Indian railway	185	2
Bengal-Nágpur railway	185	3
Indian Midland railway	185	4
North Western railway system	186	5
Oudh and Rohilkhand (state) railway	186	6
Eastern Bengal railway system	186	7
Great Indian Peninsula railway system	186	8
Bombay, Baroda and Central India railway	186	9
Madras railway	186	10
Bengal and North-Western railway system	186	11
Rajputana-Malwa railway	187	12
Southern Mahratta railway system	187	13
South Indian railway	187	14
<i>Statements.</i>		
Total number of persons killed and injured in connection with railway working	185	1
Abstract of accidents to trains	188	15

APPENDICES.

	PAGE.
(A) Additions to open mileage from the 1st April 1892 to the 31st March 1893	ii
(B) Extensions of line sanctioned from the 1st April 1892 to the 31st March 1893	iii
(C) Classification of lines and lengths of lines sanctioned and open for traffic on the 31st March 1893	iv to xii
(D) Progress made in the opening of railways year by year from the commencement	xiii to xxiii
(E) Length of railways open for traffic at the end of each year from the commencement	xxiv to xxxi
(F) Total approximate earnings from the 1st January to the 31st March 1893 as compared with the actuals of the corresponding periods of 1891 and 1892	xxxii & xxxiii
(G) Principal commodities carried and the receipts therefrom during the year 1892 as compared with the previous year.	xxxiv to xlv

INDEX.

Index of contents	xlvi to lxvii
-----------------------------	---------------

GRAPHIC DIAGRAM AND MAPS.

Graphic diagram of mileage and financial results	} See before title page.
Map showing, according to gauge, the railways constructed or sanctioned for commencement on the 31st March 1893	
Map illustrating the railways sanctioned during the administrations of the several Viceroys corrected to the 31st March 1893	} See at the end of the report.
Map illustrating the suggestions of the Famine Commission of 1880 regarding railways showing progress up to the 31st March 1893	
Map showing the principal centres of traffic in 1891	
Map illustrating the distribution of the passenger traffic during 1891	
Map illustrating the distribution of the goods traffic during 1891	

List of tabular statements contained in the Director General of Railways' Report for 1892-93.

Page.	Statement No.	Particulars.
CHAPTER I.		
8	1	Financial results to the State of railway working for the financial year 1891-92, guaranteed railways.
9	2	Financial results to the State of railway working for the financial year 1891-92, state lines leased to companies.
10 & 11	3	Financial results to the State of railway working for the financial year 1891-92, state railways, commercial.
12	3A	Financial results to the State of railway working for the financial year 1891-92, state railways, military.
12	4	Financial results to the State of railway working for the financial year 1891-92, East Indian railway.
CHAPTER V.		
58—61	5	Number and value of locomotives and vehicles on the standard and metre gauge railways on the 31st December 1891 and 1892, and the rolling-stock fitted with continuous and continuous automatic brakes.
62	5A	Number of carriages fitted with retiring accommodation for females at end of 1892 in accordance with section 64 of Act IX of 1890.
CHAPTER VI.		
63—64	6 and 7	Capital of guaranteed railways and state lines leased to companies in £ at the end of 1892.
65	8	Details of stock debentures, &c., in £ at the end of 1892.
66—73	9	Expenditure on capital account on state and native states railways, giving details of expenditure under different heads in Rs. to the end of 1892.
74 & 75	10	Guaranteed and subsidised lines. Amount of capital authorised, raised, and withdrawn to the end of 1892 in £ (calendar year).
76 & 77	11	Guaranteed and subsidised lines. Amount received from and withdrawn during 1892 (calendar year) (£).
78	12	Guaranteed railways only. Amount withdrawn, England and India, each year from 1849-50 to 1891-92 (financial) (£). Partly estimated for 1892-93.
79	13	State railways leased to companies. Amount (£) as above from 1881-82 to 1891-92. Estimated for 1892-93.
79	14	Rohilkund and Kumaon subsidised railway. Amount (£) as above from 1882-83 to the end of 1891-92.
CHAPTER VII.		
87	15	Net earnings and their percentage on the capital expenditure on open line, including steam-boat service, but excluding suspense accounts for the principal railways during last five years, 1888 to 1892 (calendar year) (Rs.)
88 & 89	16	Main results of working of all railways during the years ending 31st December 1891 and 31st December 1892.

*List of tabular statements contained in the Director General of Railways'
Report for 1892-93—contd.*

Page.	Statement No.	Particulars.
CHAPTER VII— <i>concl'd.</i>		
90—93	17	General results of the working of the principal standard and metre gauge railways for 1892 (calendar year) (Rs.)
94—95	18	Annual gain or loss to the Government from railway outlay from 1858-59 (financial) (£) and (Rx.). Estimated outlay for 1892-93.
96	19	Interest advanced to each guaranteed railway up to the end of 1891 and for 1892 (calendar year) (£), and comparing the amount advanced to the end of 1892 with net revenue balance (£).
97	20	Amount of surplus profits earned by guaranteed railways to the end of 1879, and for each half-year from June 1880 to December 1892 (calendar year) in Rs.
98	21	For all guaranteed railways for each year from 1870 to 1892 (calendar year) capital outlay, net revenue, interest, and excess or deficit in £.
99	22	Result of working the guaranteed railway for 1892 (Rs.)
CHAPTER VIII.		
114	23	Summary of the principal commodities carried and the receipts therefrom on the standard and metre gauge railways for 1891 and 1892 (calendar year) (Rs.)
115—17	24	Mileage of all railways open on the 31st December 1892 and the mean mileage worked during the year.
118 & 19	25	Capital outlay on open lines of railway and the average cost per mile at the end of 1892 (Rs.)
120—23	26	Passenger traffic on the standard and metre gauge railways for 1892 (calendar year) (Rs.)
124—27	27	Goods traffic on the standard and metre gauge railways for 1892 (calendar year) (Rs.)
128—31	28	Unit mileages of passengers and goods carried on the standard and metre gauge railways for 1892 (calendar year.)
132—35	29	Gross earnings per train-mile and per mile per week, working expenses, and net earnings on the standard and metre gauge railways for 1892 (calendar year) (Rs.)
136—39	30	Working expenses in detail on the standard and metre gauge railways for 1892 (calendar year) (Rs.)
CHAPTER IX.		
144—47	31	Passenger fares and goods rates on the standard and metre gauge railways at the end of 1892 (pies.)
CHAPTER X.		
154	32	Description of fuel used on the principal railways, average cost per ton, details of consumption, and average lead from source of supply.

*List of tabular statements contained in the Director General of Railways'
Report for 1892-93—concl'd.*

Page.	Statement No.	Particulars.
CHAPTER XI.		
156—59	33	Number of employés on the standard and metre gauge railways open for traffic on the 31st December 1892.
160—67	34	Number of casualties during 1892 amongst European and East Indian employés on the standard and metre gauge railways open for traffic.
168	35	Number of depositors in State Railway Provident Fund Institutions, and the sums at their credit on the 31st December 1892.
169—71	36	Number of volunteers enrolled and efficient in all railway volunteer corps on the 31st March 1893.
172 & 73	37	Strength and cost of police on the standard and metre gauge railways open for traffic, and compensation payments due to thefts for 1892 (calendar year).
CHAPTER XII.		
174 & 75	38	Average number of locomotives in use and the work obtained from each on the principal railways during the year 1892.
176—79	39	Number of engines and vehicles employed on the standard and metre gauge railways and number of train-miles run during 1892.
CHAPTER XIV.		
185	40	Total number of persons killed and injured in connection with railway working during 1891 and 1892.
188	41	Total number of accidents to trains classified under 26 causes during 1891 and 1892, with the number killed and injured during 1892.
APPENDICES.		
ii	A	Additions to open mileage from the 1st April 1892 to the 31st March 1893.
iii	B	Extensions of line sanctioned from the 1st April 1892 to the 31st March 1893.
iv to xii	C	Classification of lines and lengths of line sanctioned and open for traffic on the 31st March 1893.
xiii to xxiii	D	Progress made in the opening of railways year by year from the commencement.
xxiv to xxxi	E	Length of railways open for traffic at the end of each year from the commencement.
xxxii & xxxiii	F	Total approximate earnings from the 1st January to the 31st March 1893 as compared with the actuals of the corresponding periods of 1891 and 1892.
xxxiv to xlv	G	Principal commodities carried and the receipts therefrom during the year 1892 as compared with the previous year.

ADMINISTRATION REPORT

ON

THE RAILWAYS IN INDIA

FOR

1892-93.

PART I.

CHAPTER I.

General.

In Chapter I, Part I, of the report for 1891-92 it was explained that the classification of railways had, under instructions from Government, been revised with a view to show separately the results of working of the standard and metre gauge lines. In the report for the year now under review this distinction has been maintained, and the railways have been separately grouped according to gauge in all statements prepared for other than financial requirements. The lines have also been renumbered, and a complete list with the classification, gauge, and other particulars has, as usual, been given in Appendix C, pages iv to xii.

In other appendices and in the body of the report the lines classed under special gauges have, as a rule, been excluded, except where the main results of the working of all railways are noticed.

2. The following lengths of new line were opened for public traffic from the 1st April 1892 to the 31st March 1893 :

Open mileage.	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles	210½	279½	Nil	489½

The total mileage under each gauge opened during the previous year was as follows :

Miles	65½	612½	Nil	677½
-----------------	-----	------	-----	------

Further details of the additions made to the open mileage during 1892-93 will be found in the table given in Appendix A, page ii.

The total length of railway open on the 31st March 1893 was as follows :

	Miles.	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
State lines worked by companies		3,493½	5,132¾	...	8,626
State lines worked by the State	"	3,558½	1,281½	28½	4,868½
Lines worked by guaranteed companies	"	2,586¾	...	...	2,586¾
Assisted companies	"	183¾	163½	51	398
Lines owned by native states and worked by companies	"	399½	121¾	71¾	593
Lines owned by native states and worked by state railway agency	"	124	...	...	124
Lines owned and worked by native states	"	...	693½	94	787½
Foreign lines	"	...	58¾	...	58¾
TOTAL	"	10,345¾	7,451½	245	18,042

In addition to the above, there were in existence on the same date 53½* miles of steam tramways outside municipal limits.

The total length of railway open at the end of the previous year was as follows :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Miles	10,103½	7,171½	288½	17,564

The length of steam tramways then open was 37½ miles.

3. Subsequent to the close of the year 1892-93 and up to date (15th May) the additional mileage reported to have been opened to traffic is that of the Guntakal-Mysore frontier railway from Dharmavaram to Hindupur, 49½ miles, the Jetalsar-Rájkot railway, 46½ miles, and the Meiktila branch of the Burma (state) railway, 13 miles, metre gauge.

4. During the year sanction was given to the construction of additional Extensions of line sanctioned. mileage to the extent of 153½ miles, comprising :

STANDARD GAUGE.		Miles.
COMMERCIAL LINES—		
<i>British India—</i>		
East Indian		30½
<i>Native states—</i>		
Mysore Gold-fields		10
Bhopal-Ujjain		113
		— 123
	TOTAL	153½

The construction of a steam tramway from Bársi road station on the Great Indian Peninsula railway to the town of Bársi was also authorized during the year

Further details of the mileage sanctioned will be found in Appendix B, page iii.

5. After allowing for deductions on account of alteration in alignment and minor corrections of mileage, &c., the total sanctioned mileage on the 31st of March 1893, omitting tramways, compares with the sanctioned mileage on the corresponding date of the previous year as follows :

	Miles	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Total to end of March 1893		11,526½	8,599	269½	20,395½
Total at end of the previous year	„	11,349	8,596½	313	20,258½
Increase over the previous year	„	177½	2½	-43½	136½

The decrease under special gauges is due partly to the exclusion from railway mileage of the Cherra-Companyganj and the Thatôn-Duyinzáik railways, which, for administrative purposes, are now treated as tramways, and partly to the conversion of the Nalháti, 4' 0" gauge, railway to the standard gauge.

6. The first section of the East Coast, standard gauge, railway from Bezváda to the south bank of the Godávári river opposite Rajahmundry, 91 miles, was completed and opened for traffic on the 20th February 1893. The sections from Rajahmundry to Cocanada, 42 miles, and from Sámalkót to Vizianagrum, 129 miles, are expected to be opened during 1893.

The section of the Hyderabad-Umarkot, standard gauge, railway from Gidu Bandar to Shadipalli, 59 miles, was completed and opened for traffic on the 18th August 1892. The extension to the Nára river, 18½ miles, is in abeyance.

The first section of the Godhra-Rutlam, standard gauge, railway from Godhra to Limkhera, a distance of 25 miles, was completed and opened for traffic on the 16th January 1893. Fair progress was made on the unopen section and on the Panchpiplia tunnel.

Good progress was made on the Bareilly-Rámpur-Moradabad, standard gauge, railway, and on the first 48½ miles of the Lucknow-Rae Bareli-Benares railway, which is on the same gauge.

* Includes the mileage of the Cherra-Companyganj and Thatôn-Duyinzáik railways which, for administrative purposes, are now treated as tramways.

On the North Western, standard gauge (state), railway the improvement of grades between Soháwa and Gujar Khan stations and other works were completed. These improvements are designed to increase the power of the line to cope with a heavy troop traffic. The work of strengthening weak bridges and of fitting vacuum automatic brakes to the rolling-stock was also in active progress.

On the Eastern Bengal (state) railway, the doubling of the standard gauge line between Naiháti and Ránaghat was completed, and the second line was opened in sections on the 20th April and the 12th November.

On the Bengal Central, standard gauge, railway the work of increasing and improving the waterways where necessary, and of raising the line at various places, was practically completed.

Satisfactory progress was made with the construction of the Jheriah coal-fields branch of the East Indian, standard gauge, railway, and a section 3 miles in length, mile 1 from Barákar to Chanch, has been worked for goods traffic since the 1st February 1893. The Toposi colliery branch extensions were also in hand.

The conversion of the late Nalháti, 4' 0" gauge, railway to the standard gauge was completed on the 1st July.

The section of the Guntakal-Mysore frontier railway, metre gauge, from Dharmavaram to the Mysore frontier, which had been under construction by the South Indian Railway Company, was completed during the year, and the branch of the Mysore railway from Bangalore was linked in with it on the 15th April 1893.

Work was commenced on the southern section of the Assam-Bengal, metre gauge, railway.

The section of the Mu Valley railway, metre gauge, from Shwebo to Wuntho, mile 150½, was opened for public traffic on the 15th March 1893. Work was pushed on from Wuntho to mile 250, and from this point to the Mogaung terminus the work of location was completed.

The Bengal Dooars, metre gauge, railway from the bank of the Teesta opposite Jalpaiguri to Mal Bazar, 27 miles, was sufficiently completed to admit of its being worked for goods traffic from the 15th January 1893.

The Cooch Behar, 2' 6" gauge, railway was in progress, and will probably be ready for opening in July 1893.

The bridge over the Kistna river at Bezváda, 12 spans of 300 feet, which has been constructed to carry a mixed standard and metre gauge line, was completed and formally opened for traffic on the 17th March 1893. This bridge connects the Southern Mahratta, metre gauge, railway system with the Nizam's Guaranteed State railway and the East Coast railway, which are on the standard gauge.

A new bridge of 15 spans of 140 feet over the Papaghni river on the north-west line of the Madras railway was completed and opened for traffic on the 1st July. The Penner bridge, 11 spans of 150 feet, on the Guntakal-Mysore frontier railway, was opened for traffic on the 1st of June.

The Saranda tunnel on the Bengal-Nágpur, standard gauge, railway was completed on the 1st October 1892, and trains have since been allowed to pass through. The diversion over which the traffic was previously carried has been removed.

7. The Assam-Bengal Railway Company was formed in England in April 1892, and the construction works on this railway, which had been started by the State, were taken over by the company on the 14th November 1892.

The Nalháti and the Patna-Gya state railways were absorbed into the East Indian railway system on the 1st April and the 1st July respectively.

The Amritsar-Patháinkot railway was transferred from Provincial to Imperial and incorporated with the North Western (state) railway from the 1st April 1892.

From the same date the control of the Eastern Bengal (state) and the Bengal Central railways was transferred from the Government of Bengal to the Director General of railways and the Government of India respectively.

The working of the Guntakal-Dharmavaram section of the Guntakal-Mysore frontier railway was made over to the Southern Mahratta Railway Company from the 1st January 1893.

In connection with the working of the Hyderabad-Umarkot Railway, the ferry over the Indus at Kotri was taken over from the District Local Board by the North Western (state) railway on the 1st of August.

In pursuance of arrangements concluded with the Marine Department, the ferries over the Indus at Dera Ismail Khan and Dera Ghazi Khan were also worked by the North Western (state) railway from April to September.

Automatic vacuum brakes were brought into use on the mail trains of the Oudh and Rohilkhand (state) railway.

With the opening of the Saranda tunnel on the 1st of October, an accelerated mail service was introduced on the Bengal-Nágpur railway between Nágpur and Ásansol.

The project for bridging the Godávari river near Rajahmundry, mentioned in the last report, has been deferred. To facilitate the through traffic between the Nizam's Guaranteed State and the East Coast railways, however, a ferry is being established across the river which will be capable of carrying loaded wagons.

8. Including unfinished lines, the total capital expenditure on all railways up to the 31st December 1892 amounted to Rs. 234,08 lakhs, thus :

Cost.	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	Unclassified expenditure. Rs.	TOTAL. Rs.
Lakhs .	176,53	55,76	82	97	234,08

In addition to this, Rs. 89 lakhs were expended on collieries, surveys completed and in progress, and interest on capital, which in the case of the Bengal and North-Western, the Delhi-Umballa-Kalka, and the Rohilkund and Kumaon* railways was charged to the capital account of these lines during construction, making up the total expenditure on railways under all heads to Rs. 234,97 lakhs.† Of this, the capital outlay on open lines, including suspense accounts, amounted to—

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Lakhs	172,23	54,12	78‡	227,13

The average cost§ per mile of railway open was as follows :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.
	1,62,893||	71,119||	31,252

The cost per mile of single track, including sidings, being—

	Rs.	Rs.	Rs.
	1,25,256	63,256	29,670

9. The graphic diagram published with this report shows the open mileage, capital outlay, gross earnings, working expenses, and net earnings of all railways from the commencement of operations to the end of 1892.

10. In addition to the map usually inserted at the commencement of the report showing, according to gauge, the railways constructed or sanctioned for commencement on the 31st March 1893, the following have been added at the end of the report :

- (i) Map illustrating, by distinctive colours, the railways sanctioned during the administrations of the several Viceroys, corrected up to the 31st March 1893.
- (ii) Map illustrating the suggestions of the Famine Commission of 1880 regarding railways, showing progress up to the 31st March 1893.

As it is just ten years since the programme for railways considered indispensable for protection or other urgent purposes, referred to as Schedule A in the marginal references on the map, was drawn up, it has been thought interesting to show the progress made towards completion of the programme.

* Lucknow-Bareilly section (Company's capital).	Rs.
† As per details in paragraph 1, Chapter VI, page 63	234,47 lakhs.
Deduct—Cherra-Companyganj railway, which, for administrative purposes, is now treated as a steam tramway	8 „
	234,39
Add—Calcutta Port Commissioners' railway, not included in Chapter VI	58 „
Total	234,97 „

‡ Excludes the capital outlay on the late Nalhati State, the Cherra-Companyganj, and the Thatôn-Duyinzák railways (see Chapter I, paragraph 5, page 2).

§ On outlay charged to final heads of account, excluding steam-boat.

|| The mileage on which this is calculated includes 1,147 miles of line laid with two or more tracks, for details see Statement No. 25, pages 118 and 119.

- (iii) Map showing the principal centres of traffic in 1891. These centres are illustrated by coloured rectangles which represent the amount of traffic, both outwards and inwards. For this map the ratio of the average receipts from each passenger booked to the average receipts from each ton of goods booked has been taken as a guide in determining the scales on which the rectangles representing the coaching and goods traffic respectively have been shown.
- (iv & v) Maps illustrating, by coloured bands, the distribution of the passenger and the goods traffic during 1891 as shown by the outward bookings from each station.

11. The gross earnings during the calendar year were Rs. 23,22,92,811 against Rs. 24,04,02,790 during 1891 as follows :

Gross earnings.

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1891	18,40,61,732	5,50,10,874	13,30,184	24,04,02,790
1892	17,32,98,271	5,77,19,986	12,74,554	23,22,92,811
Difference	—1,07,63,461	+ 27,09,112	— 55,630	— 81,09,979

Of the total gross earnings during 1892, 74·60 per cent. were earned by the standard gauge lines, 24·85 per cent. by the metre gauge, and the balance, 0·55 per cent., by the special gauge lines. The following figures show the distribution of the earnings under the main heads of account :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
Coaching	5,41,46,470	2,27,10,074	5,87,415	7,74,43,959
Goods	11,46,07,286	3,24,78,133	6,67,261	14,77,52,680
Miscellaneous, including steam-boat	45,44,515	25,31,779	19,878	70,96,172
TOTAL	17,32,98,271	5,77,19,986	12,74,554	23,22,92,811

12. The number of passengers carried as compared with the previous year was as follows :

Passenger traffic.

	Standard gauge. No.	Metre gauge. No.	Special gauges. No.	TOTAL. No.
1891	80,335,272	41,596,189	923,876	122,855,337
1892	83,577,278	43,083,330	796,305	127,456,913
Difference . .	+ 3,242,006	+ 1,487,141	—127,571	+ 4,601,576

The coaching earnings were :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1891	5,52,25,243	2,16,93,010	6,19,367	7,75,37,620
1892	5,41,46,470	2,27,10,074	5,87,415	7,74,43,959
Difference . .	—10,78,773	+ 10,17,064	—31,952	—93,661

and the passenger-miles :

	Miles.			
1891	3,561,612,772	1,641,950,653	22,564,548	5,226,107,973
1892	3,538,134,974	1,710,345,279	20,744,003	5,269,224,256
Difference . .	—23,477,798	+ 68,414,626	—1,820,545	+ 43,116,233

An explanation of the decrease in earnings notwithstanding a large increase in the number of passengers booked will be found in Chapter VII, paragraph 4, page 80.

13. The aggregate tonnage of goods, material, and live-stock carried was 26,334,232 tons against 26,158,953 tons in 1891 as follows :

Goods traffic.

	Standard gauge. Tons.	Metre gauge. Tons.	Special gauges. Tons.	TOTAL. Tons.
1891	19,343,709	6,652,013	163,231	26,158,953
1892	19,018,611	7,191,736	123,885	26,334,232
Difference . .	—325,098	+ 539,723	—39,346	+ 175,279

with earnings as follows :

	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1891	12,40,28,024	3,13,59,838	6,93,304	15,60,81,166
1892	11,46,07,286	3,24,78,133	6,67,261	14,77,52,680
Difference	—94,20,738	+11,18,295	—26,043	—83,28,486
the goods ton-mileage being—				
1891 Miles.	3,589,116,058	845,567,526	4,308,847	4,438,992,431
1892 „	3,837,875,655	891,438,997	4,066,597	4,233,381,249
Difference . . „	—251,240,403	+45,871,471	—242,250	—205,611,182

Excluding the traffic of the special gauge lines, the total quantity of general merchandise carried was 16,147,534 tons, or 3·80 per cent. less than in 1891, and the freight received aggregated Rs. 12,69,45,106, being less by 5·57 per cent. The decrease was due to the exceptional traffic of 1891, chiefly in wheat and seeds booked to Calcutta, Bombay, and Kurrachee for export. Including materials and stores carried for home lines, military stores, and coal and live-stock for the public, the gross weight lifted showed an increase of 214,626 tons, or 0·83 per cent., with a decrease in the earnings of Rs. 83,02,443,* or 5·34 per cent.

An explanation of the decrease in earnings with an increase in tonnage lifted will be found in Chapter VII, paragraph 5, page 80.

14. The earnings for the first quarter of 1893 show on the whole a slight increase compared with the earnings for the corresponding quarters of 1891 and 1892 :

Approximate earnings, first quarter, 1893.	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1891	4,92,38,340	1,33,34,126	1,70,529	6,27,42,995
1892	4,94,54,347	1,44,62,871	1,72,535	6,40,89,753
1893	4,88,58,523	1,57,22,313	1,65,784	6,47,46,620

The figures relating to each railway separately will be found in Appendix F, pages xxxii and xxxiii.

15. The total working expenses amounted to Rs. 10,90,00,057 against Rs. 11,30,38,471 in the previous year as follows :

Working expenses.	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1891	8,31,03,801	2,90,82,250	8,52,420	11,30,38,471
1892	7,90,14,196	2,92,51,951	7,33,910	10,90,00,057
Difference	—40,89,605	+1,69,701	—1,18,510	—40,38,414

The percentage of expenses on gross earnings under the several departmental heads was as follows :

	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.
Maintenance	11·87	12·16	12·40	11·94
Locomotive	15·29	17·42	18·79	15·84
Carriage and wagon	4·14	3·76	6·00	4·06
Traffic	7·37	8·19	9·67	7·59
General	4·38	6·92	8·82	5·04
Steam-boat, and special and miscellaneous	2·54	2·23	1·90	2·45
TOTAL	45·59	50·68	57·58	46·92

16. The net earnings realised were Rs. 12,32,92,754 against Rs. 12,73,64,319 in 1891 as under :

Net earnings.	Standard gauge. Rs.	Metre gauge. Rs.	Special gauges. Rs.	TOTAL. Rs.
1891	10,09,57,931	2,59,28,624	4,77,764	12,73,64,319
1892	9,42,84,075	2,84,68,035	5,40,644	12,32,92,754
Difference	—66,73,856	+25,39,411	+62,880	—40,71,565

17. The return on the capital expenditure on open lines, including steam-boat service and suspense accounts, compares as follows :

	Standard gauge.	Metre gauge.	Special gauges.	Average of all lines.
1891	5·98	5·04	5·42	5·76
1892	5·47	5·26	6·92	5·43

* Including miscellaneous.

It must, however, be borne in mind that this represents only the statistical result of working. The financial results to the State of working the Indian railways for 1892-93 are not yet accurately known, but the following statement gives the figures of the revised estimate for 1892-93 as compared with the actual figures for the preceding year. These last-named figures are given in detail in statements Nos. 1 to 4 at the end of this chapter. The figures for 1892-93 are those from which the statement on pages 94 and 95 of the report has been compiled :

Losses—

	1891-92. Rs.	1892-93. Rs.
Guaranteed railways	31,39,706	75,74,000
State lines leased to companies, open and unopen	45,23,660	72,31,000
State railways, military, open	56,63,000	57,42,760
State railways, military, unopen	2,16,220	3,76,000
State railways, commercial, unopen	16,82,426	29,67,000
	1,52,25,012	2,38,90,760
<i>Gains—</i>		
East Indian railway	95,71,130	67,27,000
State railways, commercial, open	89,39,720	5,72,760
	1,35,10,850	72,99,760
Apparent net loss	17,14,162	1,65,91,000
<i>Add—Charges debited to—</i>		
39—Guaranteed railways—Land and supervision	1,92,560	2,99,000
40—Subsidised railways—Land, interest, and subsidies.	3,31,298	3,19,000
41—Miscellaneous railway expenditure	9,20,597	—1,01,000
	31,58,617	1,71,08,000
TOTAL APPARENT LOSS	31,58,617	1,71,08,000

The interest charges for the East Indian, Eastern Bengal (state), and North Western (state) railways for 1891-92, however, include annuities paid in England, which comprise a contribution of about 31 lakhs of rupees, for sinking funds that will redeem the capital at the expiry of the periods for which the annuities are to run, so that on the whole the loss to the State during that year in its connection with the entire Indian railway system may be taken at less than one lakh of rupees. In the same way the figures for 1892-93 contain a similar contribution on account of sinking funds which amounts to about 35½ lakhs, so that the *net loss* to the State in that year will probably be about 135½ lakhs of rupees.

If interest on lines under construction were excluded from the above figures, the gains and losses to the State in its connection with the entire Indian railway system in 1891-92 would be a *net gain* of about 18½ lakhs, and in 1892-93 the results would show a *net loss* of about 98 lakhs of rupees.

The unfavourable results in 1892-93 as compared with 1891-92 are chiefly due to the very heavy fall in exchange which took place during the year.

The loss on guaranteed railways is mainly attributable to the comparatively high rate at which the guaranteed interest has to be paid. Under its contracts with guaranteed railway companies the State has to pay interest at the guaranteed rates until the contracts terminate, and it is consequently unable to obtain any advantage from the increasingly easy condition of the money market; that is to say, where the State could now raise money at a little over 3 per cent. to pay off loans raised at higher rates of interest, it has still to continue to pay interest at or near the high average rate of 4·8 per cent. on the capital raised by the guaranteed companies; and now, owing to the fall in exchange, the amount of rupees which have to be remitted to England to pay the sterling interest charges is equivalent to a payment of interest of over 7·6 per cent. on the total capital raised converted at par.

Had silver remained at par, the interest in 1891-92 would have been Rs. 2,15,13,299, and the guaranteed railways would have shown a surplus of Rs. 60,41,293 in that year. This measures the effect of the fall of the price of silver in connection with the one item of payment of interest.

STATEMENT No. 1.

Guaranteed railways.

Results to the State of working for the official year 1891-92.

Serial No.	RAILWAY.	Capital raised to the end of 1891-92.	Capital with-drawn to the end of 1891-92.	INTEREST CHARGES FOR 1891-92.				Net earnings for 1891-92, less surplus profits paid to companies.	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND.)		Interest paid in India.	Total.		
				Amount.	Converted at the average rate of exchange.				
		£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.
XVIII	GREAT INDIAN PENINSULA.	25,476,933	25,373,944	1,185,439	1,70,02,311	1,62,219	1,71,64,530	1,73,71,330	+ 2,06,800
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	8,807,219	8,783,775	401,289	57,55,542	2,00,837	59,56,379	63,50,204	+ 3,93,825
XX	MADRAS ...	10,969,644	10,979,436	527,431	75,64,736	8,653	75,73,389	39,79,112	- 35,94,277
XXXIX	SOUTH INDIAN ...	...	...	...	...	...	...	(a) - 1,46,054	- 1,46,054
	TOTAL ...	45,253,796	45,137,155	2,114,159	3,03,22,589	3,71,709	3,06,94,298	2,75,54,592	- 31,39,706

(a) Represents moiety of surplus profits earned in 1890, but not paid till 1891-92.

STATEMENT No. 2.

State lines leased to companies.

(Imperial lines constructed with capital raised by companies under contract with the Secretary of State).

Results to the State of working for the official year 1891-92.

Serial No.	RAILWAY.	Sub- scribed capital to the end of 1891-92.	Capital outlay to the 31st March 1892.	INTEREST CHARGES FOR 1891-92.				Net re- ceipts for 1891-92.	Gain or loss (+ or -).
				STERLING (PAID IN ENGLAND).		Paid in India.	Total.		
				Amount.	Converted at the aver- age rate of exchange.				
		£	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
II	BENGAL-NÁGPUR . . .	6,905,731	9,26,23,390	249,250	35,74,890	1,94,150	37,69,040	33,42,800	-4,26,240
III	INDIAN MIDLAND . . .	6,986,116	8,56,38,230	249,267	35,75,140	...	35,75,140	16,84,570	-18,90,570
XIII	BENGAL CENTRAL . . .	1,000,000	99,59,900	33,750	4,84,070	...	4,84,070	1,91,100	-2,92,970
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION)	160,837	29,12,860	...	...	74,390	74,390	2,32,050	+1,57,660
XXXVI	SOUTHERN MAHRATTA* . .	6,453,957	7,75,05,920	229,410	32,90,340	...	32,90,340	12,63,070	-20,27,270
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION)	1,224,000	1,50,19,670	48,000	6,88,450	...	6,88,450	3,14,240	-58,540
	REFUND BY THE MYSORE DAR- BAR OF NET CHARGE FOR IN- TEREST ON CAPITAL EXPENDED ON THE MYSORE RAILWAY .	...	...	...	...	-3,15,670	-3,15,670	...	
XL	ASSAM-BENGAL . . .	102,905	...	...	...	...	...	...	...
	GOVERNMENT SHARE OF SUR- PLUS PROFITS OF THE ROHIL- KUND AND KUMAON RAILWAY FOR THE YEAR 1891 TAKEN IN REDUCTION OF THE COMPANY'S DEBT FOR ADVANCES OF IN- TEREST	...	...	-995	-14,270	...	-14,270	...	+14,270
	TOTAL . . .	22,833,596	(a) 28,36,59,970	808,682	1,15,98,620	-47,130	1,15,51,490	70,27,830	-45,23,660

* Includes the Bellary-Kistna railway since the date of transfer from the State, viz., the 1st of January 1888.
(a) Represents rupee outlay incurred in India.

STATEMENT No. 3—concl'd.

State railways (Commercial)—concl'd.

Serial No.	RAILWAY.	Capital outlay to the 31st March 1892.	INTEREST CHARGES FOR 1891-92.				Net receipts for 1891-92.	Gain or loss (+ or -).
			STERLING (PAID IN ENGLAND) INTEREST AND ANNUITY.		Charged in India.	Total.		
			Amount.	Converted at the average rate of exchange.				
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
	Commercial lines—concl'd.	84,83,17,520	1,247,034	1,78,85,740	2,08,15,640	3,87,01,380	4,26,41,100	+39,39,720
	(2) Unopen lines.							
V	GODHRA-RUTLAM	29,09,040	...	...	75,460	75,460	...	—75,460
X	HYDERABAD-UMARKOT	12,08,610	...	...	24,900	24,900	...	—24,900
XVII	EAST COAST	1,62,04,850	...	...	3,87,440	3,87,440	...	—3,87,440
XL	ASSAM-BENGAL	4,78,760	...	...	9,570	9,570	...	—9,570
XLI	MAYAVARAM-MUTUPET	7,12,740	...	...	19,980	19,980	...	—19,980
XLV	MU VALLEY	1,12,43,360	...	...	3,48,500	3,48,500	...	—3,48,500
	LUCKNOW-RAE BAREIL-BENARES	3,18,550	...	...	6,370	6,370	...	—6,370
	BAREILLY-RAMPUR-MORADABAD	1,86,260	...	...	3,730	3,730	...	—3,730
	MEIKTILA BRANCH	12,110	...	..	270	270	...	—270
	DHARMAVARAM-HINDUPUR	11,53,700	...	...	23,810	23,810	...	—23,810
	STORES	13,12,500	...	...	39,990	39,990	...	—39,990
	NAGPUR-CHHATTISGARH DEPRECIATION ACCOUNT	7,52,980	...	...	33,420	33,420	..	—33,420
	BELLARY-KISTNA*	1,65,75,080	...	...	6,63,000	6,63,000	...	—6,63,000
	VIZAGAPATAM-RAIPUR†	2,45,035	...	...	9,800	9,800	...	—9,800
	BILASPUR-ETAWAH SURVEY†	75,132	..	...	3,005	3,005	...	—3,005
	RANAGHAT-BHAGWANGOLA†	3,02,440	...	...	12,098	12,098	...	—12,098
	SOUTHERN MAHRATTA†	5,27,070	...	...	21,083	21,083	...	—21,083
	TOTAL UNOPEN STATE RAILWAYS (COMMERCIAL).	5,42,18,217	...	...	16,82,426	16,82,426	...	—16,82,426
	TOTAL OPEN AND UNOPEN STATE RAILWAYS (COMMERCIAL.)	90,25,35,737	1,247,034	1,78,85,740	2,24,98,066	4,03,83,806	4,26,41,100	+22,57,294

* The capital expenditure shown against this line represents the amount expended by Government up to the 31st December 1887 and liabilities incurred up to that date, and law charges debitable to Government after the transfer of the line.

† Abandoned or in abeyance.

CHAPTER II.

Works in progress.

East Indian Railway (Standard gauge).

The Nalháti State railway, 4' 0" gauge, was incorporated into the undertaking with effect from the 1st April 1892, and the name changed to the Azimganj branch of the East Indian railway. Arrangements were at once made for the conversion of the line to the standard gauge. Old 20 feet rails from the main line were used in relaying, and the work was completed on the 1st July.

The extension of the Barákar branch to the Jherriah coal-field, including a short line from Barákar to Chanch, 39 miles, was sanctioned in March 1892. This work, which includes a bridge over the Barákar river, has been in active progress. The branch, from Barákar to Chanch, 3 miles, was completed sufficiently to allow of its opening to goods traffic from the 1st February. It is expected that the whole extension will be completed in July 1893.

Toposi colliery extensions. Extensions of the Toposi colliery branch,—

from Toposi to Khoraad . . .	11·36 miles.
from Nandi to Panuria . . .	13·45 „
and from Salanpur towards Jamgram . .	4·57 „

which were sanctioned during the year, have been in progress, so far as the available funds permitted.

Additional sidings and junction arrangements at Hooghly were completed, and the works for the new scheme of water-supply put in hand.

Additional sidings and the re-arrangement of the yard at Asansol to facilitate the working of the junction with the Bengal-Nágpur railway were in progress, as also the laying of a third line between Asansol and Raneegunge.

The relaying of the Gya branch with 12 Denham Olpherts' sleepers to a 30 feet rail was commenced.

The worn iron road in the main line has now been relayed with steel rails, but the Jubbulpore branch and the Loop line have still to be relayed. The old iron rails which are being cut down to secure a fresh joint and fitted with deep fish-plates make a tolerable road.

Bengal-Nágpur Railway (Standard gauge).

2. The Saranda tunnel was completed on the 1st October 1892 and opened for traffic, the diversion, over which traffic previously passed being eliminated. The tunnel is lined almost throughout.

The five new crossing stations referred to in last year's report as being under construction at Bágúdi, Níndih, Kátandih, Jaraikela, and Kulunga were completed during the year.

Additional staff quarters were commenced at Biláspur, Chakardharpore, and Jharsuguda, and additions were made to the office accommodation at Nágpur.

The Jharsuguda-Sambalpur branch, 30·23 miles, including the Bonum bridge referred to in last year's report, was completed and opened for public traffic on the 10th March 1893.

Indian Midland Railway (Standard gauge).

3. The locomotive shops at Jhánsi made fair progress during the year. The shells of all the buildings were completed, and by the aid of a temporary traverser (the permanent one not having yet arrived from England) the locomotive department have been enabled to occupy Block No. 2 (carriage, wagon, and paint shop).

The storage reservoir at Jhānsi, sanctioned in July 1892, has made rapid progress, and is nearly completed.

Sanction to the erection of water-power machinery at Guddia for supplying water to Jhānsi station was received on the 16th December 1892, and arrangements are being made to put the work in hand.

The locomotive yard at the Cawnpore transfer siding has been completed.

The new locomotive well at Bina has been completed; that for Bāsoda is in progress.

The approaches to the cantilever footway over the Jumna bridge at Kālpi have been pushed well on to completion; the iron-work for the footway will be erected on its receipt from England.

Bhopal-Itārsi Railway (Standard gauge).

4. The Midghat crossing station and connected works were completed and opened for traffic on 1st October 1892.

The new locomotive yards at Itārsi and Barkhera have been pushed well on to completion.

Quarters for the locomotive staff at Itārsi have been completed.

Two new crossing stations at Hiranā and Misrod were completed and opened for traffic on the 1st October 1892.

Godhra-Rutlam Railway (Standard gauge).

5. It was stated in the last report that the first section out of Godhra, which was being constructed under contract by Messrs. Kirby & Co., would be finished by the end of June 1892. There was, however, very considerable delay, and the line from Godhra to Limkhera (25 miles) was only opened for public traffic on the 16th January 1893.

On the remainder of the line work was in progress at the end of the year, the earthwork on the Rutlam division and minor bridging on both the Dohad and the Rutlam divisions being practically finished.

Of the Panchpiplia tunnel, about 500 feet of the heading were through, and the breaking up to floor level was well in hand. Drilling is being done from both ends; the south face, owing to its distorted strata, has been reported as dangerous, and will require lining.

A heavy storm in December 1892, and very unusual and unexpected floods in the river during January 1893, obstructed work on the Mahi bridge by filling in the foundations and washing away the temporary bridges and the tram line across the river, but otherwise work is proceeding satisfactorily. The girders will be erected on a staging of old rails so as to prevent stoppage of the work during the rains.

The masonry work of the 60-foot girder bridges on the Dohad division is well forward.

North Western Railway system (Standard gauge).

6. The new alignment on improved grades between Sohāwa and Gujar-Khan was completed and opened to traffic on the 1st April 1892. About 1,000

feet of new line in the north approach to the Bishendorh bridge between Sohāwa and Missa was also opened on the 31st October 1892. The improvement of grades and permanent-way, miles 954 to 970, is now practically complete, except ballasting and a little earthwork. The works on the Bakrāla project have been delayed owing to cholera and fever among the workmen, but they were making steady progress at the close of the year. The new grading on the Mandra project is nearly complete, and a length of about 4 miles of line near Mandra station was opened on the 8th February 1893. The works on the Siala project were also delayed owing to sickness among the labourers, but since November 1892 they have made good progress. The Leh bridge was completed, the piers of the Ling and Sohan bridges founded, and work on the Kurrang bridge was in progress.

The gradient division has been constituted a separate charge with effect from the 1st April 1893, and combined with that of the Mári-Attock railway.

The work of strengthening the weak bridges has been in hand during the year. Owing to delay in receipt of new girders from England, the programme of renewal of smaller bridges could not be worked up to; of the larger bridges, the Ravi and the Jhelum are in hand. Out of 33 spans of the Ravi bridge, the fifteen northern spans have been filled up and the girders removed. New girders have been placed in position over fifteen spans, but the completion of the bridge awaits a decision on a proposal to close three more spans on the south bank of the river. The approach grades on each side of this bridge were reduced from 1 in 100 to 1 in 300. Work on the Jhelum bridge was also greatly delayed owing to the late arrival of material, but is now in progress; the cracked piers of this bridge are being re-built. The Sutlej bridge at Phillour has been partially re-sleepered.

On the Saháranpur district, four 30 feet girders have been strengthened. On the Mooltan district, the bridge over the Vabu Escape Channel at Chánga Mánga was remodelled.

The following were the principal troop traffic works executed during the year :

At Pesháwar city about 9 miles of sidings were laid down and about $1\frac{1}{2}$ miles of permanent-way material stacked in reserve. Sixteen miles of permanent-way material complete is also kept in reserve at this station for a possible extension of the railway to Michni. All works connected with the troop platforms and the ordnance and commissariat sheds have also been completed.

At Ráwalpindi a siding from the railway station to the fort was completed and opened to traffic on the 18th October 1892, the point of junction with the main line being protected by interlocking gear. In connection with the commissariat sidings, three platforms have been constructed and 2 miles of permanent-way laid and connected with the main line.

All troop traffic works on the Sukkur district have been completed, with the exception of improved water-supply at certain stations. Special sidings and platform for detraining and entraining troops at the Dádú rest-camp were in progress.

A new crossing station at Thúll was completed, and certain improvements were made in the watering arrangements for troops and horses at Reti and Meean Meer West. All unopened crossing stations on the Ráwalpindi, Lahore, Saháranpur, Mooltan, Sukkur, and Kurrachee districts were fully equipped, and are now ready to be opened at short notice when required. The Mirpur Mathelo flag station was converted into a 3rd class road side station.

On the Lahore and Saháranpur districts an extra sleeper per rail length has been added to long lengths of the 68 lbs. bullheaded rail road on pot sleepers. This has given a steadier road and lessened the difficulty experienced from 'creep.'

Fair progress was made with the interlocking of signals at stations on the Lahore district.

The unroofed portion of the platform at Saháranpur, a length of 400 feet, was covered in to provide a continuous covered passage between the North Western and Oudh and Rohilkhand trains at the junction station. The passenger platforms at Umballa city and Ludhiána were widened. The Doráha platform was extended to 600 feet clear, and the sleeper wall replaced by a masonry one.

All distant signals on the Rájpura-Bhátinda railway have been placed at 1,800 feet instead of 1,200 feet distant from the facing points. New goods sidings were laid at Rámpúra Phul, Tappa, Bhuchchu, Alál Dhablán, and Chhintanwala. The shed at Patiála for stabling the saloon carriage of His Highness the Maharaja of Patiála was completed.

In pursuance of the arrangements made with the Military (Marine) Sind-Sagar section and Department for working the steam ferries over Khusalgarh branch. the Indus at Dera Ismail Khan and Dera Gházi Khan, a branch line from Darya Khan to Karlu was laid, but could not be opened for traffic, as the line was submerged and seriously damaged by flood water from the Indus. The ferry line from Gházi Ghât to the main channel of the Indus opposite Dera Gházi Khan was found impracticable.

Certain additional sidings at Darya Khan and Gházi Ghât were completed. An improved approach of the Sind-Sagar branch into Lála Músa station was made.

On the Sind-Pishin section the following works were completed during the year:—Re-alignment in Chappar Rift; side drains from Násák to Kachh Kotal; Kachh bridge piers, which were cracked, rebuilt; store depôt, Quetta; sinking artesian boring, Kachh; water-supply at Dirgi; main tunnel and block-houses at Khojak.

A part of the new re-alignment at Mudgorge, chains 65 to 95, was completed and opened to traffic on the 2nd July 1892. The temporary line round Puddle Hollow was eased from 250 to 400 feet radius on the 28th September 1892.

Many flood protection works were completed in the Sharigh and Quetta districts, and alterations and additions to staff quarters made. The bridge in the Khanai Catch siding was enlarged, and the drainage scheme at Quetta completed.

The chief works in progress were the re-alignment near Mudgorge, the troop platform and sidings at Chaman, the underpinning of the Khojak tunnel, the water-supply at Sibi, and the erection of a weigh-bridge at Khost.

Hyderabad-Umarkot Railway (Standard gauge).

7. The section from Gidu Bandar to Shadipalli, 59 miles, which has been built as a provincial work by the Bombay Government, was completed and opened for traffic on the 18th August 1892, and made over to the North Western railway to work.

The extension, $18\frac{1}{2}$ miles, to the Nára river is in abeyance at present.

Oudh and Rohilkhand (state) Railway (Standard gauge).

8. On the open line an island platform with a connecting foot bridge has been completed at Lucknow station.

During the year 29·50 miles of road have been relaid with 75lbs. steel rails; 87,373 old pattern cast-iron sleepers have been renewed with cast-iron oval bowl sleepers of a new pattern; 11,019 worn out iron rails have been renewed with a better class of iron rails released from the road, which has been now relaid with 75lbs. steel rails. On 152 miles the covering ballast has been brought up to full section.

There are now in the line, excluding sidings,—

214·83 miles of 60 lbs. iron rails.
173·57 miles of 60 lbs. steel rails.
274·15 miles of 75 lbs. steel rails.

Lucknow-Rae Bareli section of the Lucknow-Rae Bareli-Benares Railway (Standard gauge).

9. All earthwork on the $48\frac{1}{2}$ miles of this railway which was under construction was finished prior to the rains of 1892. In September 1892 bridgework was completed, and the station buildings shortly after. Platelaying was started in November, and by December the first 13 miles into Mohanlalganj station had been laid with wooden sleepers. Owing to the non-receipt of steel sleepers from England, further platelaying has been suspended.

Bareilly-Rámpur-Moradabad Railway (Standard gauge).

10. This chord line, length 56·07 miles, has made good progress during the year, and the earthwork is almost finished. The four large bridges on the line, which were commenced during September and October 1892, are making good progress; the pier wells have been built up to an average height of 26 feet at the Byghool nullah, 16 feet at the Bakra nullah, 35 feet at the Kosi river, and 32 feet at the Rámanga river. The minor bridges are well in hand. The permanent-way is beginning to arrive, and the collection of stone ballast at Hardwar is in progress.

Eastern Bengal (state) Railway (Standard, metre, and special gauges).

11. Repairs to earthwork and extra bridging on the Bársoi-Kissengunge branch consequent on the severe damage caused by floods were taken in hand

and nearly completed during the year. In all 13 spans of 40 feet and 14 spans of 20 feet have been provided.

The doubling of the line from Kánchrapára to Ránaghat, a length of 17 miles, was completed and opened for traffic from the 12th November.

The double line between Ballygunge and Dock junction (Tolley's nullah) laid last year was put in order, and sanction to open for traffic was received.

The short branch, 1.44 miles in length, between Jalpáiguri and the west bank of the Teesta to connect with the Bengal Dooars railway on the other side of the river was completed and opened for traffic in June.

The distant and station signals on the whole system were altered in accordance with the new general rules; the former to show a green instead of a white light when at caution, and the latter to show "danger," "caution," and "all right" signals instead of "danger" and "caution" only.

Overbridges for foot passengers were constructed at Ránaghat and Rájbari. Sixty units menials' quarters in two blocks were completed at Narculdanga, opposite the Sealdah general offices, for locomotive and traffic staff.

Owing to the formation of a chur in a convenient position between Dámukdia and Sára, with a single deep channel between it and Sára, the construction of the chur line from Dámukdia and the establishment of a cold weather ghât, as the river fell, gave less trouble than usual.

The Manihári Ghât and Anchará Ghât sidings were extended as usual to follow up the falling river.

Additions were made to station sidings at Brace Bridge Hall coal depôt, Mírpur, Sára, Saidpur (in the workshop), Kusiárgáon, Manihari, Katihár, and Purneah, and further additions and improvements made in the yards at Sára and Párbatipur.

Sidings to Messrs. Ralli Brothers' jute godowns were constructed at Saidpur, Domár, and Haldibári.

Bengal Central Railway (Standard gauge).

12. An increase to and improvement of the waterways and the raising of the line at various places, &c., which were sanctioned under "Flood works" estimates aggregating Rs. 2,14,664, were practically completed during the year.

An estimate for ballasting the line between miles 101 and 105½, amounting to Rs. 45,375, was sanctioned.

An experimental station named Dogachhea was opened at the 21st mile in May, and an estimate for constructing station buildings and a small goods siding there has been sanctioned.

Mushkaf-Bolán (state) Railway (Standard gauge).

13. The complete project for the Mushkaf-Bolán State railway was submitted to the Government of India in September 1891. This project was for a single line of track throughout, but orders have since been received that all tunnels and bridges are to be built for a double track.

The line takes off from the present Bolán State railway near Sibi, and rejoins it beyond the Kolpur station at the top of the Bolán pass. The actual length to be constructed is about 59 miles, and the total rise between Sibi and Kolpur, the highest point on the line, is 5,463 feet.

The maintenance of the existing temporary Bolán railway from Sibi to Quetta *via* the Kundilání gorge, a length of 98¾ miles, is included among the works of this railway. The whole of the dips in the river bed below Hirók were lifted in June 1892, and the permanent-way materials safely stacked along the banks of the Bolán. The relaying of this permanent-way was commenced in September 1892, and was completed early in November. Between Rindli and New Bank it was again laid along the river bed; between New Bank and Mach the rails have been laid along a new and safe alignment, avoiding the Bolán river, except for a short distance, where it crosses the bed on the square. From Mach to Hirók, except for a distance of about a mile at each end, the rails have been laid along the new Mushkaf-Bolán formation.

Owing to these changes in the temporary line, there was but little damage done to it between New Bank and Hirók, although the past winter was an exceptionally severe one, with heavy falls of snow and frequent floods. On the length from Rindli to New Bank the case was, however, very different, for the frequent floods during January and February 1893 did considerable damage to the materials, and, practically speaking, closed the line for about two months.

There is a break in through communication between Sibi and Quetta *viâ* this temporary Bolán line of about three miles between Hirók and Dózán, which is the narrowest and most difficult part of the Bolán pass.

Work was commenced on the first, second, fourth, and fifth divisions of the Mushkaf-Bolán State railway in November 1891.

On the first division the operations have so far been confined to the manufacture of bricks, of which a very large number is required for the numerous tunnels and other works on this railway.

Owing to the short provision of funds for 1892-93, the works on the second division were closed in April 1892 after a considerable quantity of earthwork had been executed in the heavy cuttings and embankments along the northern slope of the range of high hills which divides the Mushkaf from the Bolán valley. The works on this division were re-opened in November 1892, and considerable progress has since been made in the earthwork along its whole length. Had sufficient funds been made available, the earthwork might have been practically completed this past season.

Of the four tunnels on this division, tunnel No. 9, which is 3,000 feet in length, is the longest. At the north end of this tunnel machinery has been erected for supplying compressed air to the machine drills in the headings, and a line of pipes, about 6,000 feet long, has been laid over the Panir hill, the summit of which is nearly 1,000 feet above the tunnel, to supply compressed air to the machine drills working in the south heading. The aggregate length of top heading driven is 1,190 feet, and besides at the north end about 300 feet has been enlarged to full section, and nearly 400 feet of bottom heading driven. The labour so far has been entirely native.

Two metre gauge inclines have been laid down, and are at work, for the conveyance of materials to the north face of this tunnel. These inclines are on the three rail system—that is, the central rail is common to both tracks. The lower incline is nearly 2,000 feet long with grades running from 1 in 25 to 1 in 10. The upper incline is 375 feet long on a grade of 1 in $2\frac{1}{2}$ throughout. These works are connected with the temporary Bolán line by a branch about six miles long, which takes off about midway between Kirtá and Lalaj.

Tunnel No. 10, which is 320 feet long, has been enlarged, and is now ready for the arching.

Tunnel No. 11, 400 feet long, has its south top heading driven over 50 feet, and an adit is being made for working at the north top heading.

Tunnel No. 12 is 900 feet long, and is having the top headings driven from both ends. No machinery is being used in the three latter tunnels.

A commencement has been made at some of the large and the minor bridges, but the progress will be limited until larger supplies of cement are received from England.

The station buildings, platforms, and staff quarters at Panir, Pishi, and Chidderzie stations are well in hand.

The water-supply for the tunnel works has had to be brought from near Bibinani by a line of $4\frac{1}{2}$ inch wrought-iron pipes some six miles long; and is further distributed by some miles of branch wrought-iron piping of smaller diameter. Wells for drinking water have been made. At Pishi and Chidderzie a supply of good water is procurable, and is brought to the works in wrought-iron pipes; but these supplies are not so copious as they were expected to be.

On the third division no work has been done. A further survey was made between Ab-i-Gum and Mach to determine if it would be feasible to extend the ruling gradient of the first and second divisions, 1 in 55 compensated for curvature, to Mach; but it was found that this would entail some

7½ miles of extra length, besides being very costly, while interference with some of the large nullahs was seen to be unavoidable.

The fourth division extends from Mach to Hirók, and on this length the earthwork is practically finished, the exception being about half of the high embankment at the north end of the Hannar nullah bridge. There is one tunnel on this division near Siri Bolán which is completed with the exception of the portals.

The large bridges are advanced as far as is possible until drawings of the girders are received from England, and all the minor bridges are completed.

On the fifth division, which extends from Hirók to Kolpur, the bulk of the earthwork is finished, and the masonry of the large bridges is as far in hand as is possible until the detailed drawings of the girders are received. The minor bridges are all completed.

The improvement of Kolpur station and approaches is in hand.

The works between Hirók and Kolpur would have been further advanced but for the fact that they were closed for practically the whole of January and February 1893 owing to the heavy snowfall and intense cold.

Mári-Attock Railway (Standard gauge).

14. The Kamálpur division effects a transverse connection between the present lines to Pesháwar and to Khusálgarh at Roumia and Basál respectively. Good progress was made with the extremely heavy bridging; the bridge masonry, in fact, is now within a few weeks of completion; the girders are all delivered at site and the staging arranged for. The headings of the six tunnels are all in progress, but between excessive heat, difficulty with water and ventilation, and a severe outbreak of cholera last summer the progress in this respect and in the heavier rock cuttings has not quite equalled expectation.

The somewhat lighter works of the Langar division have made less progress owing to delay, in part to changes due to ill-health among the staff, and in part to the combined ills of a cholera and fever epidemic in a famine-stricken district. Owing to financial exigencies, the works have now been practically closed, and the divisional charge combined with that of Kamálpur.

East Coast Railway (Standard gauge).

15. The sanctioned length of railway under construction is 521½ miles. On the 20th February the section from Bezváda to the bank of the Godávári opposite Rajahmundry, 91 miles in length, was opened for goods and passenger traffic. This section is for the present being worked by the Nizam's Guaranteed State Railways Company in direct continuation of its existing service. The section from the Godávári to Cocanada, 42 miles, is expected to be opened for the carriage of goods early in 1893-94, and the Sámáلكot-Vizianagrum section, 129 miles, at the end of June. These sections, 171 miles in length, inclusive of the Cocanada and Vizagapatam branches, will probably be fully opened for passengers and goods in November or December 1893. The Southern section may be roughly described as about three-fourths finished, and the Northern section as about one-half finished.

The bridge over the Kistna river at Bezváda, twelve spans of 300 feet, was completed and opened for goods traffic on the 17th March 1893. This bridge connects the Southern Mahratta metre gauge railway with the Bezváda extension of the Nizam's State railway and the East Coast railway which are on the standard gauge. The transshipment of traffic between the railways of the two gauges is, as a temporary arrangement, to be carried out at Bezváda.

Great Indian Peninsula Railway system (Standard gauge).

16. The quadrupling of three-fourths of a mile of line near Byculla is only partially completed. The new Byculla station has been finished, and the new

locomotive yard is practically complete. At Victoria terminus interlocking gear is awaited.

A new and enlarged station building is in course of erection at Chinchpokli; also a large permanent station is being built at Currey road. The additions and alterations to the station at Thána were completed and the foot overbridge was erected.

A new tank-house is being provided at Niphád.

The new Protestant church at Igatpuri was completed.

At Bhusával the new goods yard and the interlocking arrangements were finished. At Itársi junction the extension of the platform and station accommodation was completed. The remodelling of the station yard at Nágpur was finished. Wire fencing with stone posts is being erected from Jubbulpore. The timbering of the Ebegaon viaduct on the north-east line was renewed and the Tápti bridge was painted. The faces of the arches of the Malkápur bridge on the Nágpur branch were rebuilt. Four new crossing stations were opened on the Nágpur branch.

A new over bridge of old rails was in progress at Lonávla. Hadapsar, a new permanent station between Poona and Loni, was opened in August 1892. The new station building at Bársi road was nearly completed.

The addition of an 8th sleeper per rail between Poona and Raíchúr was in progress during the year. On the double line of road the 69 lbs. steel rails are being replaced by 82 lbs. steel rails, and the iron rails in the single road are being replaced by the 69 lbs. steel rails thus released.

For the convenience of traffic in the busy season, twelve new block stations on the double line and three new crossing stations were put in at the close of the year at places where they are most needed. The new system of signalling is at work at all stations between Bhusával and Shegaon; it is also being erected between Victoria terminus and Thána.

On the Dhond and Manmád railway 30 miles of fencing were erected.

On the Wardha Coal railway the renewal of sleepers continued during the year.

Bombay, Baroda and Central India Railway (Standard gauge).

17. The improvement of the water-supply at Virár and sixteen other stations was nearly completed, Sanand station being the only exception.

The rail level on the 60 feet Warren girder bridges was raised during the year, except at the Tápti, Ránip, and Sábarmati bridges.

The work of interlocking the south up and down home signals with the level crossing gates south of Church Gate station was in progress.

Latrines on the flushing system have been provided at Marine lines and Charni road stations.

A new permanent station building was erected at Málád during the year. A crossing station was opened at Makarpura, about half-way between Baroda and Itola, a distance of $11\frac{1}{4}$ miles. Additional accommodation has been provided at Sanand, Miyágám, and Bárejadi.

At the Parel workshops a new engine for the saw shop has been erected, and important additions and alterations to the machine shop have been carried out.

Madras Railway (Standard gauge).

18. The Pápaghni bridge was completed and opened for traffic on the 1st July 1892. The overstrained girders of the Rallavonka bridge, which consists of nine spans of 64 feet, and of the Thootha bridge, twelve 64 feet openings, were replaced by others of a stronger type. The Cheyair bridge girders were strengthened.

The works necessary for the junction with the South Indian railway at Kátpádi were completed. The works in connection with the junction of the Nílgiiri railway at Mettupálayam have been sanctioned. Plans and estimates are under preparation for the work in connection with the junction of the Mysore Gold-fields railway at Kólár road station.

Distant signals are being provided at every station : 131 have been erected up to date. The grouping of points at Jalárpét was completed.

The Nizam's Guaranteed State Railway (Standard gauge).

19. The construction of a new locomotive carriage and wagon workshop at Lalagooda estimated to cost about $9\frac{1}{2}$ lakhs of rupees is the only large work in progress.

Mysore Gold-fields Railway (Standard gauge).

20. This branch, which was sanctioned on the 9th July 1892, will connect the Kólár Gold-fields in Mysore with the Kólár road station on the Madras Railway.

The line, which is being constructed by the Mysore state, is expected to be ready for opening early in 1893-94, when it will be worked by the Madras Railway Company.

Bina-Guna Railway (Standard gauge).

21. The works on this railway have made good progress. The earthwork is about half done. The Betwa bridge and the bridges over the Or and Sind rivers are about three-quarters finished. The minor bridges are about half completed and ballast is coming in. The permanent-way has been altered from the type in use on the Indian Midland railway to the state railway type on steel sleepers. The line as originally surveyed was $72\frac{1}{2}$ miles in length, but a new approach giving better gradients and easier work into Guna station from the Sind river was adopted, and this now makes the total length of the line $73\frac{1}{2}$ miles. It is expected that all the earthwork and minor bridges will be completed by June 1893, as also the masonry of the three large bridges. The permanent-way and other materials have been indented for from England.

Bhopal-Ujjain Railway (Gauge undecided).

22. At the close of 1891-92 two alternative lines had been surveyed, and at the commencement of the present year, 1892-93, the portions of these lines common to both were being permanently located. Further investigations had shown that what was believed to be a better line than either of the above between Baircha and Tajpur (26 miles) was too expensive, but between Tajpur and Maksí (15 miles) an improved re-alignment has been carried out during the year.

Sanction to commence construction operations was given in November 1892, and an immediate start was made on such lengths as were finally aligned, and the earthwork on miles 32 to 46 (from Bhopal) is nearly complete. In the Bhopal state nothing has been done beyond pushing the construction of the temporary staff quarters for which land was only received on the last day of February. In the Ujjain division a start has been made with the staff quarters, but other works had to await the re-alignment of a long length, 47 miles, of this division.

Bengal and North-Western Railway system (Metre gauge).

23. The Bahramghat branch, which was opened throughout from February 1892, was practically completed during the year.

A new crossing station at Gour, mile 196, was opened for traffic from the 25th March 1893, and a new goods shed was put in hand at Revelganj station.

A new siding was laid in at Sonapore station to accommodate the méla traffic from Dígha Ghât. The station at Ajodhya (Lakarmandi Ghât) was rebuilt owing to the previous station having been engulfed in the Gogra in the floods of 1891.

Tirhoot section. The station buildings at Bairagnia Bazar were completed during the year.

The only important works in progress, but not completed, were those in connection with the transshipment yard at Mokameh. They were, however, sufficiently advanced to allow of the yard being opened for traffic on the 7th February 1893. The works include about three miles of sidings, two slip lines, 1,600 feet of goods-tranship platform, 800 feet coal-tranship platform, 24,000 square feet of shedding, four sets European quarters, twelve menials' quarters, goods offices, engine shed, weigh bridge, store shed, and yard and workshop for flotilla.

Rajputana-Malwa Railway (Metre gauge).

24. The demarcation of the railway land was practically completed.

New crossing stations were provided at Ambliyasán, Khimel, Angneshwar, Someswar, Mandauriya, Shamilpura, Jhalana, Dantli, Banskho, and Bhanura.

A third track has been put in at Cháppi, Umardeshi, Maval, Banás, and Mori stations.

A 40 feet girder bridge was completed at mile 29 from Cawnpore.

The bridge at mile 528, consisting of 9 spans of 40 feet, was completely carried away in 1892, and the diversion was also carried away a short time afterwards. A new bridge of 4 spans of 40 feet on well foundations is being built.

The arrangements for obtaining a supply of water for Ajmere from the Budha Pashkar lake were finished.

Additional staff quarters and other minor works have been provided at Mehsána junction, Abu road, Bándikui, Mhow, Agra Cantonment, and Kásganj.

The re-arrangement of the Delhi station yard and the new goods yard at the Lahore gate at Delhi were completed.

New sidings have been given for the Salt Department on the Sámbar branch.

The work of re-alignment between Indore and Fatehabad was in progress.

Fencing was erected during the year on the ghât section between Choral and Mukhtiára and on other parts of the line.

Southern Mahratta Railway system (Metre gauge).

25. The sidings, platform, and shed at Castle rock required for customs work are in hand.

Main line. A fuel siding has been laid at mile $21\frac{1}{2}$ near Alnávar.

Additional staff quarters and other minor works have been provided at Londa, Dhárwár, Dundúr, Annigeri, Halkoti, Harlápúr, Banni Koppa, Háspet, Kurnool road, Márkapur road, Donakonda, and Guntúr.

The general water-supply scheme at Hubli is not yet completed. The construction of a new railway service reservoir has been sanctioned.

The floods of 1891 caused considerable damage to the Bellary-Kistna line, and proved the necessity for additional waterways which have been put in between Malkapuram and Kurnool road. Near Rungapuram a 10 feet girder bridge has been converted into a 20 feet one. Similar works are in progress between Nandyál and Rungapuram.

Ghorpuri station, which had been closed on the opening of the Poona station, was re-opened on 9th September 1892.

Poona branch. The new station building there was completed during the year. The military troop platform and sidings were also completed. The dangerous cutting at mile $265\frac{1}{2}$ on the Alandi Ghât has been converted into a tunnel.

Additional staff quarters have been provided at Khanapur, Belgaum-Ashta road, and Karad. A fuel siding has been put in at mile 5 near Khanapur.

At mile 13 an egg-shaped 10-feet culvert is being substituted for a 20-feet girder bridge which showed signs of failing.

About 30 miles of fencing are being erected on the Poona branch.

Harihar branch. Additional staff quarters and other minor works provided at Ránibennur, Byádgi, and Háveri.

Considerable renewals of sleepers are being carried out on the older Mysore section. portions of this line.

Additional staff quarters and station accommodation are being provided at Dávangere, Kadur, Tumkur, and Dodbele.

Pending the re-arrangement of the station yard at Bangalore, an extra siding to hold 60 wagons was put in to cope with the traffic.

Kolhápur railway. A weigh-bridge and house have been erected at Kolhápur station.

South Indian and Southern Mahratta Railways (Metre gauge).

Dharmavaram-Mysore frontier and Mysore frontier-Bangalore Railways.

26. The working of the Guntakal-Dharmavaram section of the Guntakal-Mysore frontier line, which was opened for public traffic on the 1st June 1892, was taken over by the Southern Mahratta Railway Company on the 1st January 1893.

A large number of capital works on this section remain to be carried out, many of them having been handed over to the Southern Mahratta Railway Company in an incomplete state.

The section from Dharmavaram junction to the Mysore frontier has been constructed by the South Indian Railway Company. The section from Dharmavaram to Hindupur, a distance of $49\frac{1}{4}$ miles, has been inspected by the Government Inspector, and reported ready for passenger traffic. The working of this section, as also of the rest of the line to Yesvantpur, the junction with the main line of the Mysore section of the Southern Mahratta railway, has been entrusted to that company. This latter portion is being constructed by the Mysore state, and the first 20 miles from Yesvantpur to Doddballapur were opened to traffic on the 15th December. Good progress has been made in the remaining $31\frac{1}{2}$ miles in Mysore territory, which, together with $7\frac{1}{4}$ miles from Hindupur to the Mysore frontier, are expected to be ready for opening early in 1893-94.

South Indian Railway (Metre gauge).

27. During the year 40·49 miles have been relayed with 50 lbs. steel rails on cast-iron pot sleepers, the total length of 50 lbs. road now being 403·88 miles.

The erection of home signals and shifting of distant signals to a greater distance from facing points is in progress.

The enlargement of the station at Villupuram junction to accommodate the traffic of the Villupuram-Dharmavaram section is nearing completion. The additional staff quarters for locomotive staff were completed in January 1893 as far as sanctioned.

The construction estimate for this section lapses on the 31st March 1893, and Villupuram-Dharmavaram section. an estimate amounting to Rs. 3,40,434 has been sanctioned to bring the railway up to the proper

standard of efficiency. The principal items are the completion of the Venkatasapuram and Mugaiyur stations, additional quarters and offices at Pákala, and the completion of the rolling-stock.

The re-arrangement of Máyavaram station and the enlargement of Tiruvallúr junction station consequent on the construction of the Máyavaram-Mutupet railway is in progress.

A steam pump for the locomotive well has been delivered at site, and a refreshment room is being built at Tanjore junction to meet the revised train service.

A siding from Tanjore to the laterite quarries at the village of Pulliarpatti, 4·68 miles long, is about to be laid.

A quarry siding from mile 247 to the Golden Rock will be laid soon.

Sidings leading into Messrs. Dymes & Co.'s factory were laid at Sátúr.

Additional locomotive workshop accommodation and a permanent shed for rolling-stock at Negapatam are in progress.

A siding for Messrs. Parry & Co. is being laid at Tinnevely.

Assam-Bengal Railway (Metre gauge).

28. The total length of line of the Assam-Bengal railway, *viz.*, 742½ miles, is now under construction or re-alignment, no portion being open for traffic.

The engineering staff engaged by the company in England began to arrive in India in October, and, as soon as the necessary arrangements could be made, the work of re-alignment was put in hand.

For the purposes of construction, the line has been divided into three sections, each in charge of a superintending engineer.

Section I from Chittagong to Silchar, and with a branch of 32 miles from Laksam to Chándpur, is 303 miles long.

Section II from Badarpur, which is about 17 miles west of Silchar to Lumding, is 118 miles long. This section includes the heaviest portion of the work in the north Cachar hills.

Section III, Gauhati to Makum junction, is 320½ miles long.

In section I the re-alignment has been practically completed and earthwork has been started, but work has generally been greatly retarded by the delays experienced in obtaining possession of the land. Brick manufacture was started.

In section II the work of alignment through the north Cachar hills is very difficult, but progress has been satisfactory considering that the parties were not able to get to work before the end of December. The alignment of about 14 miles will probably have to stand over until next season.

In section III the works which were commenced by Government on the Gauhati-Lumding branch were taken over by the company in November in terms of the contract with the Secretary of State. The earthwork between Gauhati and Jamuna Mukh, a length of 63 miles, has made fair progress, and brick manufacture is well in hand.

At Gauhati two sets of permanent staff quarters have been built; also engine shed, workshops, and store sheds of a semi-permanent character of old rails and corrugated iron.

A line about one mile in length has been laid down from the Gauhati station yard to the bank of the Brahmaputra for the purpose of carrying the materials brought up from Calcutta by the steamer companies; and one locomotive and 29 ballast wagons have been erected.

Between Jamuna Mukh and Lumding the work of the season has been confined to improving the alignment, clearing the jungle, making a cart-road, and building temporary quarters.

Pynkado sleepers from Burma are being delivered at Chittagong for the first section of the line, and the first consignment of rails is shortly expected there.

Máyavaram-Mutupet Railway (Metre gauge).

29. Great difficulty was again met with, as in the previous year, in obtaining labour of all kinds. The working population is entirely agricultural; labour is consequently only available, and that in a fitful way, in the intervals between cultivating and reaping the crops. Fair progress has, however, been made on earthwork considering these difficulties, the interruption from festivals, and the water-logged state of the country when under cultivation. Up to the end of February 284½ lakhs cubic feet were completed.

The manufacture of bricks and concrete material has gone on steadily, although much delayed and hampered by the difficulty in procuring fuel for burning the kilns. Out of a total of 337 bridges, 109 have been started, and are in varying stages of completion. At the end of February 318,000 cubic feet of masonry were built. The major bridges are in an advanced state.

About 10.44 miles of permanent-way were laid up to 13th March, and of this about 2 miles are in diversions.

The station buildings and staff quarters have lately been commenced, and are now being pushed forward.

Pálanpur-Deesa Railway (Metre gauge).

30. The construction of this branch, $17\frac{1}{4}$ miles long, from Pálanpur to Deesa as a metre gauge line on a substructure fitted for a standard gauge railway was sanctioned at the close of the previous year. The line is being constructed by the Bombay, Baroda and Central India Railway Company.

Burma (state) Railway (Metre gauge).

31. Additional sidings of an aggregate length of 4,150 feet were laid at Pyuntaza, Tharrawaddy, Gyobingauk, Palôn, and Hmawbi stations.

The bridge over the Cambe Chaung was completed and opened for the passage of trains on the 9th of June 1892. The protective works at the Pyuntaza bridge are in progress.

The following additions have been made to the staff quarters on the line :

At Rangoon, a large building containing seven sets of married quarters and fourteen sets of rooms for unmarried guards; also a guards' running room.

At Insein, a block of eight sets of quarters for locomotive subordinates.

At Letpadan, two buildings containing ten units for guards and drivers.

At Toungoo and Pyuntaza, quarters for two and four married drivers respectively.

Refreshment rooms have been built at Kyauksé and Meiktila roadstations.

The project for draining the Rangoon station-yard, of which the reconstruction of a culvert under the Soolay Pagoda road formed a part, is approaching completion. The bridge over the Botataung creek and the overbridge at Stockade road, both on the new line from Rangoon to Pazundaung, are also well in hand. The improved alignment of the Irrawaddy line between Taikkyi and Thanatchaung has been completed. Fifteen miles of the Irrawaddy line have been renewed with 50 lbs. steel rails. Three miles of $41\frac{1}{4}$ lbs. steel rails have been substituted for as many iron 40 lbs. rails in the road on the Sittang district near Pegu. Very large renewals of sleepers have been made on the Irrawaddy and Sittang sections,—in all 70,000, *viz.*, 66,000 ordinary sleepers and 4,000 bridge sleepers.

Twenty miles of the old wooden fencing on the Irrawaddy line have been replaced by five strand wire fencing of the state railway type.

The following new capital works were carried out at the Insein workshops: extension of furnace shed at a cost of Rs. 2,880: shingling-furnace at a cost of Rs. 1,620: new hearths, steam-hammer, and other plant for the blacksmiths' shop at a cost of Rs. 14,500: new machine tools and other plant for the machine tool shop, cost Rs. 3,473.

The Meiktila branch, 12·89 miles in length, has been completed, and an additional platform and ashpit have been provided at Meiktila road station to accommodate the branch traffic.

Mu Valley State Railway (Metre gauge).

32. The total length of this system is now $315\frac{1}{4}$ miles, made up as follows:

	Miles.
<i>Myohaung branch.</i> —From Myohaung (a station 3 miles south of Mandalay on the Burma (state) railway) to Amarapura shore station on the left bank of the Irrawaddy	6
<i>Main line.</i> —From Sagaing shore on the right bank of the Irrawaddy to Mogaung <i>via</i> Shwebo, Wuntho, and Nahakaung junction ...	295
<i>Katha branch.</i> —Katha to Nahakaung junction	14 $\frac{1}{4}$
	315 $\frac{1}{4}$

with the addition of a ferry between the Amarapura and Sagaing shore stations ($1\frac{1}{4}$ miles).

The section of the main line from Sagaing shore to mile 45, including the Myohaung branch, 6 miles, was practically completed during the last financial year. The main line section to mile 53 was opened to public traffic on the 1st July 1891, and the Myohaung branch on the 22nd February 1892.

The experience of the last rainy season showed that the waterways between miles $8\frac{1}{2}$ and $10\frac{1}{2}$ and 37 and 44 were not sufficient to carry off floods without bunding up the water in such a manner as to endanger the safety of the line and to affect injuriously the cultivation of adjoining lands; 118 lineal feet of extra waterways have therefore been provided in the shape of 10 feet and 6 feet culverts where required.

The section from Shwebo, mile 53 to mile 95, was opened for goods traffic on the 4th April 1892. Serious damage was done by floods to the portions between miles 83 to 84 and 93 to 94 at the end of October. Traffic was restored over the temporary diversions in about a fortnight, and the breaches have since been repaired, and 20 feet extra waterway provided at mile $83\frac{1}{2}$.

The section from mile 95 to 145 was also opened for goods traffic on the 4th April 1892.

These sections from mile 53 to mile $152\frac{1}{2}$ were inspected on the 26th January 1893, and opened for public traffic on the 15th March of this year.

The earthwork on the section from mile 152 to 194 has now been completed from mile 152 to 170 and mile $182\frac{1}{2}$ to 194. Three major bridges have been finished and four others are in hand, and most of the minor bridges between mile 145 and 170 are completed. Permanent-way has been laid to mile 170, and most of the ballast on this section collected. Station buildings and temporary and permanent staff quarters were also finished, and station machinery provided at Wuntho, mile $152\frac{1}{2}$. A great deal of the heavy earthwork in banks and cuttings from mile 170 to $182\frac{1}{2}$ has been done, and some portions re-aligned. Quarters for the construction staff have been provided. The bridging and other works cannot be proceeded with rapidly till the formation is ready for carrying the permanent-way through, but brick manufacture and other preparatory work was in hand.

Mile 194 to 250 and Katha branch, $14\frac{1}{4}$ miles.—Earthwork on this section has been well pushed on, though impeded by heavy rains and sickness amongst labourers and staff. Fifty-one miles were completed. Platelaying has been started from Katha, and about 10 miles laid. Some delay was occasioned by the necessity of waiting for the completion of bridges where, owing to steep gradients and heavy work, it was inadvisable to use diversions. Work on the numerous major and minor bridges could hardly be started before December, since which time good progress has been made. The manufacture of bricks and supply of lime has been pushed on.

Two station buildings and the permanent staff quarters at Katha have been built, and arrangements for housing the construction staff completed.

Mile 250 to 295.—The location of this portion has been completed and plans and estimates submitted, but construction work has not yet been commenced.

Rohilkund and Kumaon Railway system (Metre gauge).

33. The Dudwa forest branch, which joins the main line at Mailáni, has been practically completed as far as originally contemplated, but the extension of about $1\frac{1}{2}$ miles to Sarota Phanta is still in course of construction.

The pontoon bridge ordered from home for the Sárda river did not arrive in time to be made use of, and a temporary pile bridge at that river was substituted for working traffic from the Dudwa forests without the necessity of transhipment.

The block kunker protective works at the Goomti bridge, Lucknow, were repaired and enlarged. The block kunker protective spur at the Deoha bridge at Pilibhit is being extended 200 feet.

The embankment at mile 73 has been raised, and a culvert of two arches of 5 feet has been converted to a bridge of one span 12 feet so as to give enlarged waterway.

Bengal-Dooars Railway (Metre gauge).

34. Platelaying was commenced on the 5th April 1892, and, while frequently interrupted by the exceptionally heavy rainfall which was experienced all over the Dooars (over 200 inches fell during the year 1892, the greatest fall in one day being 17·5 inches), the rails were laid as far as Mal Bazar, and the line opened for goods traffic to that station on 15th January 1893.

Work on the Ramshai branch has been much delayed on account of sickness, and the Ramshai station could not be opened for goods traffic till the 15th March.

During the rains the locomotive and wagon stock were erected locally, but the carriage stock has been erected at the Saidpur workshops of the Eastern Bengal (state) railway.

The line to Mal Bazar will, it is hoped, be opened for passenger traffic before the rains of 1893 if the girders for the Neora bridge, 6 spans of 60 feet, arrive in the country in time. It is hoped a better alignment of this portion may be possible.

The remainder of the line to Dam Dim will probably open for goods traffic before the rains. The line at this part passes through a most unhealthy swamp, where work is only possible during two months in the year.

Dibru-Sadiya Railway (Metre gauge).

35. A large goods shed at Dibrugarh, which was begun last year, was completed. Two miles of 50 lbs. rails were laid in the place of old $41\frac{1}{4}$ lbs. rails.

The main line was ballasted with stone for $15\frac{1}{4}$ miles.

The temporary station at Dinjan was replaced by a permanent one in brickwork.

Nílghiri Railway (Metre gauge).

36. Active progress was made throughout the entire length. The supply of hill coolies is quite inadequate, as the men from the plains object to work in the higher portion on account of the cold, and in the lower on account of the notorious unhealthiness of the Kallar valley at the foot of the hill. Notwithstanding this, one-half of the earthwork was completed by the end of the year 1892. Five out of the eight major bridges are in progress and twenty of the minor bridges completed. Most of the girders, signals, tanks, &c., as well as permanent-way have been received. The Abt rack and fastenings, as also the rolling-stock, have been ordered. One mile of permanent-way has been laid as far as the Bhavani bridge, and the junction arrangements at Mettupálaiyam are well advanced.

The Gackwar's Mehsána Railway (Metre gauge).

37. Some additional waterway was provided, and the bridges which were damaged by the heavy floods of the monsoon of 1892 repaired.

Police quarters were in course of erection at Mehsána, Randála, Visnágar, Vadnagar, and Kherálu on the Kherálu branch, and at Mánund road and Pátan on the Pátan branch.

Jodhpore-Bickaneer Railway (Metre gauge).

38. Since the opening of the Merta road-Kucháman road section, the mileage of the line has been reckoned from Kucháman road instead of Marwar junction.

The well at Súrpara near Bickaneer has been sunk to a depth of 287 feet, and sweet water has just been met with. Additional quarters for the locomotive staff are being built at Merta road.

The following additional waterway has been found necessary. One small culvert on the Pachpadra line, ten between Merta road and Khángta, one at Khajwána, and three near Bickaneer. It has also been decided to raise the line 5 feet in mile 92 and put in a 6 feet girder, and also raise it 4 feet in mile 77 and put in a culvert.

Little difficulty was experienced this year from drift sand on the Bikaner section; the cuttings had been taken out to flat slopes, and gangs of men were stationed at the worst places during the hot weather winds; these winds were, however, less violent than usual.

On the Kucháman-road to Merta-road section the opening was delayed for five months by an outbreak of cholera in the hot weather, which scattered all the gangs, and again by the very unusual amount of fever in the autumn, which made it impossible to get labour. The work on this section is now finished, with the exception of ballasting and wells at Ren and Rámpura and permanent-way inspector's quarters at Ren and Degana, which are still unfinished.

Bhávnagar-Gondal-Junágarh-Porbandar Railway (Metre gauge).

39. Sleeper renewals have been carried out at a very rapid rate along the Wadhwán-Bhávnagar section, the work being nearly finished at the end of the year. Renewals have also been effected on the other parts of the line.

The Khareda bridge, which had been damaged by the monsoon rains of 1891, was rebuilt during the year, and 12 spans of 20 feet arches were added close by in the Khareda valley. Two additional spans of 40 feet girders have been given to the Kilwa bridge. A new bridge of four spans of 20 feet girders has been put in at mile $\frac{3}{10}$ on the Verával section; also one of a single span of 20 feet girder at mile 119 on the Porbandar section.

A permanent station is being built at Dhasa. Gangmen's huts are being provided on the whole line.

Jetalsar-Rájkot Railway (Metre gauge).

40. The construction of this railway was in progress. About a mile of the Rájkot end of the line was re-aligned, and sanction was given to extend the railway into Rájkot town. With these additions and alterations, the sanctioned length of this line is now $46\frac{3}{4}$ miles. The small length from Jetalsar to Nawágad was at first laid as a siding, and was opened for goods traffic for a few days in May 1892; but the results were not found to be sufficient to justify the continuance of the experiment. At the end of the year the whole line was practically ready for opening, which was expected to take place before the end of April 1893.

Cooch Behar Railway (2' 6" gauge).

41. Work progressed satisfactorily during the year. The earthwork thrown up last year suffered considerable damage from floods, and the unusually heavy rainfall during the last two or three months of the year has delayed the brick-making operations and construction of bridges. A redistribution of the waterway originally provided was found necessary after observation of the effects of the floods on the banks. The total amount of waterway has been slightly increased from 634 feet to 653 feet.

CHAPTER III.

Lines under survey or projected.

IMPORTANT STANDARD GAUGE LINES.

Delhi-Minchinabad Railway Survey (Standard gauge).

In 1888-89 a survey was made of the Bhátinda-Baháwalpur railway starting from Bhátinda and passing through Minchinabad, and thence along the east bank of the Sutlej to Samásata station of the North Western (state) railway, a distance of $217\frac{1}{4}$ miles.

Bhátinda is the western terminus of the Rájputana-Bhátinda railway, and also a station on the Rewári-Ferozepore section of the Rajputana-Malwa railway.

Towards the close of 1892 orders were issued for the survey of a line from Delhi to join the Bhátinda-Baháwalpur railway. Three schemes were proposed, and after a reconnaissance had been made orders were issued for a detailed survey of two alternative routes, the portion from Delhi to Rohtak, 42 miles, being common to both routes.

Leaving Rohtak, the northern route passes near Jínd Tohana Rattia, and joins the Bhátinda-Baháwalpur railway near Malaut, which is 26 miles from and west of Bhátinda. This route passes through a well irrigated country, and offers prospects of a large grain traffic. It opens out a country now at some distance from any railway. It is proposed to connect this route with Bhátinda and the Rájputana-Bhátinda railway by a branch about 18 miles long. There are no engineering difficulties, and only one river (the Ghaggar) to cross.

The distance from Delhi to Samásata by this route is about 395 miles; this reduces the distance from Delhi to Kurrachee to 937 miles, a saving of 232 miles over the present standard gauge route.

The southern route proceeds from Rohtak to Hánsi, and thence along the Rewári-Ferozepore section of the Rajputana-Malwa railway, on which it would be necessary to have a mixed gauge up to the crossing of the Ghaggar river, about three miles beyond Sirsa. From that point it takes a direct route to Abohar, and joins the Bhátinda-Baháwalpur railway at the 48th mile from Bhátinda. The branch from Bhátinda joins near Sitoo Ganoo, and will be about 36 miles.

The country traversed by this route is of a poorer character than that on the northern route, and on parts there will be drift sand to contend with; on the other hand, there will be a shorter length of new line to construct.

The country traversed is, from an engineering point of view, extremely easy, except for drift sand.

The distance by this route from Delhi to Samásata will be some 5 miles less than by the northern route, being about 390 miles, of which $69\frac{1}{4}$ miles will run along the Rewári-Ferozepore railway, now constructed on the metre gauge.

The distances by either route are very much the same, and, whichever is adopted, it will give Kurrachee a standard gauge connection with Delhi, about 235 miles shorter than at present.

It seems probable that the junction with the North Western (state) railway may be made at Baháwalpur in place of Samásata, which would reduce the length to be constructed by about seven miles without any appreciable increase of the distance to Kurrachee.

Wazirabad-Mooltan Railway Survey (Standard gauge).

2. The survey for a line of railway on the standard gauge from Wazirabad to Mooltan, a distance of about 200 miles, was sanctioned in September

1892. The line is projected to pass through the tract which will be irrigated by the new Chenab canal.

The survey was started from Khánawal station on the 19th November 1892, and has made fair progress.

Kashmir Railway Surveys (standard and metre gauge projects).

3. At the end of the year 1890 detailed surveys were ordered of two of the possible routes for a railway into Kashmir, viz., the Jhelum valley and Abbottabad routes. Whilst these surveys were in progress, it was found that the Jhelum valley offered two alternative routes on the right and left bank respectively. The results of these three surveys have now been received.

The Jhelum valley route would take off from the North Western (state) railway about 16 miles to the east of Ráwalpindi at Manikiala station on the new alignment known as the Siala project, and join the valley of the Jhelum at Baroe, near Lachman ferry, on the high road to Poonch, at the 35th mile.

Near Kohala, the 65th mile, the Jhelum is crossed by one span of 300 feet, and the line continues thence up the left bank of the river as far as Domel. From this point, mile 86½, the two alternative lines up the right and left bank of the river diverge.

The route up the right bank involves two extra crossings of the Jhelum at Domel and Baramula respectively, the first of which would be at about 110 feet above water-level, and is estimated to cost Rs. 2,85,000. This route is 1·16 miles longer than that by the left bank; it has, however, the advantage of being on sounder ground, with greater freedom of location, as the cart road already occupies the best ground on the left bank; moreover, owing to its southern aspect, it would be affected by snow for a shorter period. The cost of this route is Rs. 6,617 per mile cheaper than that up the left bank, and effects a saving on the whole line of Rs. 10,22,838.

The Abbottabad route takes off from Sarai Kála station of the North Western (state) railway 19¾ miles to the west of Ráwalpindi, runs for 90 miles through British territory, passing Abbottabad 3,964 feet above sea level at the 55th mile, and is in much safer and sounder ground than the Jhelum valley route, which it joins near Domel. It would open easy communication with the Gullies, and is only 15 miles from Tundiani, and would render possible the establishment of extensive hill sanitarium for British troops within one march of the railway. It is, however, 17·2 miles longer from its junction with the North Western (state) railway up to its junction with the former route, has 1,255 feet more total rise and fall, but is Rs. 19,303 cheaper per mile to construct.

The relative cost and length of the three alternative routes compare as follows :

		STANDARD GAUGE.			METRE GAUGE.		
		JHELUM VALLEY.		Abbottabad route.	JHELUM VALLEY.		Abbottabad route.
		Right bank.	Left bank.		Right bank.	Left bank.	
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
		183·58	182·42	199·78	185·94	185·13	202·53
North Western (state) railway to Srinagar	Length						
	Per mile	Rs. 1,58,957	Rs. 1,65,574	Rs. 1,49,591	Rs. 1,25,649	Rs. 1,31,078	Rs. 1,20,988
	Total cost	2,91,81,346	3,02,04,184	2,98,85,284	2,33,63,166	2,42,66,519	2,44,93,474

Rae Bareilly-Benares section of the Lucknow-Rae Bareilly-Benares Railway (Standard gauge).

4. Sanction for the survey of an extension from Rae Bareilly to Benares via Jáis, Amethi, and Partábgarh, in all a distance of 140 miles, was received

in October 1892, and the survey was completed during the cold weather. The estimates are under preparation.

Moghal Sarai-Palamow Railway Project (Standard gauge).

5. The construction of the line from Moghal Sarai to the Daltonganj coal-field, the survey of which was noticed in the last report, has been postponed for want of funds.

Cuttack-Midnapur-Calcutta Railway Survey (Standard gauge).

6. In November 1892 orders were issued for a detailed survey of a line of railway from Cuttack *via* Midnapur and Budge-Budge to Calcutta and branch to Diamond Harbour, together with a complete investigation of the question of a ferry at Diamond Harbour and a tunnel under the Hooghly at Budge-Budge.

The total length of the survey is about 300 miles, and it is being carried out by three parties.

Party No. 1 working between Midnapur and Calcutta has located the line from Midnapur into Calcutta *via* Budge-Budge. The borings for the tunnel are well in hand; up to the present they are fairly favourable, and indicate stiff blue clay to a depth of 40 to 47 feet, followed by yellow clay to 57 feet, after which sandy water-bearing strata are met with.

Party No. 2, working from near Soroh to Midnapur, has been successful in finding a much improved line between Balasore and the Subarnareekha river.

Party No. 3, from Soroh to Cuttack, has had the most difficult country to contend with. The general alignment of this portion is, however, well in hand.

Madras-Bezvada Railway (Standard gauge).

7. The construction of this line, the project for which was prepared by the Madras Railway Company, has been postponed for financial reasons.

East Coast Railway (Standard gauge).

8. The project for bridging the Godavari near Rajahmundry was completed during the year. The proposal is to reduce the width of the river by training works from 8,000 to 5,000 feet, and to bridge it with 19 spans of 250 feet on 80 feet wells. As the execution of this project is deferred for want of funds, a steam-ferry capable of carrying full wagons is being established across the river to facilitate the through booking of goods.

The question of the bridging of the Mahanuddy was investigated during the year, and there appears to be reason to hope that it may be economical and practicable to bridge it in three parts in the immediate neighbourhood of Cuttack rather than make a detour round the head of the delta, involving an extra ten miles of railway, for the sake of crossing it in one bridge at Naraj.

A re-alignment was investigated between Khurda and Cuttack, which seems to give promise of another saving of about five miles of railway.

Sambalpur-Khurda Railway Survey (Standard gauge).

9. The survey of this line along the south bank of the Mahanuddy was completed in October 1892, and the plans and estimates are now before the Government of India. A line was located involving no very heavy work, with the exception of the Mahanuddy bridge and 17 miles of somewhat heavy work, including one tunnel 1,400 feet long between the 113th and 130th miles. The total estimated cost for the whole line, 190.45 miles in length, is Rs. 2,27,39,667, or Rs. 1,19,399 per mile. The rate per mile is rather higher than was anticipated, but for this the cost of bridging the Mahanuddy and the low rate of exchange are mainly responsible.

North Western (state) Railway (Standard gauge).

10. Sanction has been given for a survey with a view to doubling the section of the North Western (state) railway between Kurrachee and Kotri and improving the grades.

The route between Kotri and Rohri, following the left bank of the Indus, *Kotri-Rohri railway survey* the survey for which was originally prepared by *(Standard gauge).* the Sind-Punjab railway officers in 1866, has been again gone over by a Government engineer. The results of the reconnaissance are not yet known.

Amritsar-Tarn Târan Railway (Standard gauge).

11. A proposal from private promoters for constructing a branch line of railway from Amritsar to Tarn Târan has been under consideration of the Government of the Punjab during the past year.

Raipur-Vizagapatam Railway Project (Standard gauge).

12. Now that the East Coast railway from Bezvâda to Cuttack is approaching completion, the above project has been revived. A rough reconnaissance survey was made in 1883-84.

Jubbulpore-Gondia or Tumsar Road Railway Project (Standard gauge).

13. A reconnaissance survey for this project was made, and the results were noticed in the administration report for the year 1890-91.

Rutlam-Bhurtpore-Muttra Railway Survey (Standard gauge).

14. Reference was made in last year's report to certain proposals of the Bombay, Baroda and Central India Railway Company for continuing the Godhra-Rutlam railway on the standard gauge to Delhi. The question received further consideration during the year 1892-93. The Government of India decided to allow the Bombay, Baroda and Central India Railway Company to make a reconnaissance of the country from Rutlam northwards *viâ* Jhalrapatan, Kerowli, and Bhurtpore. The survey, however, was not to be carried up to Delhi, but to stop short at Muttra. The distance between Rutlam and Muttra will probably be about 350 miles.

In connection with this work the same company was also asked to make *Rutlam-Ujjain railway survey.* the survey of a proposed line from Rutlam to Ujjain, about 50 miles. The necessary sanction having been received, the surveys were commenced in the latter part of the year.

Jeypore-Chambal Railway Project (Standard gauge).

15. During the year 1890-91 a survey was made by the Jeypore durbar for a line from Jeypore to the banks of the Chambal river near Phalodi. But the views of the durbar on the scheme have not yet been received.

Tâpti Valley Railway Survey (Standard gauge).

16. The total length of the survey is about 265 miles. The portion of the survey of this project entrusted to the Bombay, Baroda and Central India Railway Company between Surat and Amalnar *viâ* Nandurbâr was completed during the year. This portion has a length of 161 miles, and the estimates for its construction work up to Rs. 1,26,96,714, or Rs. 78,862 per mile. It has been found that if the line were to take off at a point $2\frac{1}{2}$ miles south of Surat station, some heavy construction works would be avoided, and that the estimate could in that case be reduced to Rs. 1,25,52,096, or Rs. 78,700 per mile.

During the year the Great Indian Peninsula Railway Company commenced survey operations on the portion of the project entrusted to that company, namely, the length from Amalnar to Jalgaon, with a branch southwards to Dhulia and Manmâd. The survey work was still in progress at the end of the year.

Both the railway companies have agreed to charge the cost of the survey made by them to the revenue accounts of their own lines in the first instance.

Deesa-Umarkot Railway (Standard gauge).

17. A Syndicate has been formed in London styled "The Indian Survey Syndicate" for the purpose of projecting a railway on the standard gauge from Deesa to Umarkot and from Hyderabad (Sind) along the left bank of the Indus to Rohri; the project also includes the construction of a bridge over the Indus at Kotri. The Syndicate has deputed an engineer to carry out the necessary surveys.

Mári-Attock Railway (Standard gauge).

18. Last year's operations settled the line as far as 74 miles from Roumia, and those of this year will settle the rest of the project to an alternative terminus at either Dáúd Khel or Mári, both on the Miánwáli-Mári open line. The ruling gradient is 12 per thousand, compensated for curvature at $\cdot 075$ feet per degree, which will render this scheme practically uniform from Mári to Roumia in respect of gradients with the open lines from Lála Músa to Pesháwar and from Golra to Langar.

After an exhaustive examination of the region, the best alignment proves to be 5 miles shorter than that of 1886, with a summit 27 feet lower—an improvement on last year's reconnaissance by 3 miles in length and 38 feet summit height. The actual curvature, too, is much reduced. The country is extremely difficult, and there will be a large number of minor bridges besides five considerable viaducts, *viz.*, the Sohan, 8 spans of 150 feet; the Kolead and the Sanni, each 3 spans of 100 feet; and two crossings of the Jaba river, with respectively 4 and 6 spans of 60 feet.

The proposal as to Mári junction is to withdraw the present Mári station some two miles from the Indus bank to a position which will, it is thought, suffice for all present commercial and military needs. This scheme minimises the total working mileage and brings Mári, the only important depôt of the district, directly into circuit. The alternative junction at Dáúd Khel shortens the distance from, say, Kurrachee to Attock by nearly 3 miles, but saddles the administration with an utterly unremunerative Mári branch, 5 miles long, and the expense of providing, maintaining, and working branch trains; while a junction and changing station at Dáúd Khel is open to objection from the land lying awash to floods.

The cost of these projects is not yet exactly ascertained, but neither will differ materially from the estimate laid before the Government of India in 1892.

Frontier Railway Surveys (Standard gauge).

19. As previously foreseen, when the work on the Indus ferry project of 1891-92 was postponed, the river effected such changes in its bed as necessitated an entirely new scheme for 1892-93. This was successfully laid out in the early autumn. Owing in part to a more complete comprehension of the action of side creeks and the necessity for not disturbing valuable cultivation, the new plan contemplates the use of collateral bridging in addition to the main "Gut" which would be negotiated by a steam ferry. The cost of this project, which is 14 miles long, is estimated at 26 lakhs; it was submitted in December 1892, and has now been again postponed for want of funds.

The Dera Ismail Khan-Murtiza project connects mile 14 of the ferry scheme with the lower entrance of the Gomal pass by a direct line, and is an alternative to last year's project, which made the same connection more circuitously *via* Tonk. The ground traversed is so flat that, apart from questions connected with hill streams spilling into each other, there are no serious engineering difficulties. Including 14 miles of the ferry scheme, the line will be $68\frac{1}{2}$ miles long; and, apart from giving access to the Gomal pass, it serves no serious commercial or military object in a direct sense, though it would not improbably secure a certain amount of grain traffic from Kolachi.

IMPORTANT METRE GAUGE LINES.

Tinnevelly-Quilon Railway (Metre gauge).

20. The negotiations with the promoters for the construction of this railway lapsed on the 1st April 1893 owing to the terms proposed by them proving unsuitable.

Southern Mahratta Railway, Mysore section (Metre gauge).

21. A location survey of this line was completed by the Mysore state, Birur-Shemoga Railway and the detailed estimate will shortly be ready for submission. The line will be $38\frac{5}{8}$ miles in length, and will bring much betelnut and coffee traffic from the north-west of the state on to the Mysore section of the Southern Mahratta railway at Birur station, 131 miles from Bangalore.

A location survey was completed by the Southern Mahratta Railway Nanjangud-Gudalur Rail- Company in negotiation with the Mysore state way Survey (*Metre gauge*). and the Madras Government, and the detailed estimate was sent to the latter. The length of line will be 40 miles in Mysore state limits and 14 miles in the Wynaad taluk of the Malabar district of the Madras Presidency.

A location survey of this line, $12\frac{1}{2}$ miles in length, has nearly been completed by the Mysore state. The branch will bring much traffic from a very fertile and populous tract on to the Bangalore-Hindupur line.

In accordance with negotiations between the Madras Government and the Mysore state, rough reconnaissances for two lines to the west coast were commenced by that state. The first is for a line from Arsikere, 103 miles from Bangalore, on the Mysore section of the Southern Mahratta railway, to Mangalore, on the Western Coast, *via* Hassan and Saklaspur, in the Mysore state, and Uppandugadi and Bantwall in South Canara district. The second is for a line from Mysore city, *via* Yedatore and Bettadpur, in the Mysore state, Fraserpet, Siddapur, Ammatti, and Virarajendrapet in Coorg, and Irratti and Kuthparamba in North Malabar to Tellicherry on the western coast, together with a branch from near Tellicherry to Cannanore. The reconnaissances are also to include a connecting line from Hassan on the Arsikere-Mangalore line *via* Hollé, Narsipur, and Saligram to a point near Yedatore on the Mysore-Tellicherry line. The portions of the reconnaissances from Saklaspur to Mangalore and from Siddapur to Tellicherry pass through much heavy forest and rice land subject to very heavy rainfall during the south-west monsoon, and survey operations will consequently be tedious and difficult. As these portions, moreover, involve heavy inclines down the Western Ghats, they have been taken in hand first; the best lines available have been found and trial lines are being ranged, and will be completed before the south-west monsoon, during which period the remaining portions traversing open country in Mysore state limits, with a light rainfall, can be easily carried out.

The Arsikere-Mangalore line will be about $135\frac{1}{2}$ miles in length, of which about $77\frac{1}{4}$ will lie in the Mysore state and $58\frac{1}{4}$ in South Canara district. The descent from the summit of the Western Ghats to South Canara will be about 2,650 feet, of which about 2,000 feet will traverse country whose features are of a sub-Alpine nature. A harbour branch, about one mile in length, will be required at Mangalore.

The Mysore-Tellicherry line will be about 142 miles in length, of which 54 miles will lie in Mysore, 46 in Coorg, and 42 in North Malabar. The descent from the summit of the Western Ghats to Malabar will be about 2,800 feet, of which about 2,100 will traverse very heavy country, as in the case of the Mangalore line. The Cannanore branch will take off three miles out of Tellicherry, and will be 12 miles in length.

Chittagong-Akyab-Minhla Railway Reconnaissance Survey (Metre gauge).

22. This reconnaissance, starting from Minbu on the Irrawaddy river, was carried over the Aeng pass of the Yomah range to the village of Aeng,

and from thence by Rué, Myohaung, and Maungdaw to Chittagong. The total length of the line will be about 420 miles, with a branch of 30 miles from Yotarok to Akyab, parallel to the Koladyne river.

At Minbu the Irrawaddy is wide and full of sand banks and shoals. Navigation is difficult.

At Minhla the river runs in a well defined channel, and would undoubtedly be the better place for a ferry, but would involve 10 or 12 miles additional length.

The first 15 miles from Minbu to half way between Singaung and Pyabwé will be very easy, practically a surface line; but from thence to Padeng at the 34th mile the country is hilly and broken, and will involve moderately heavy work. From Padeng to Napeh at the 40th mile the work will be again very light. Between Napeh to Milnwin, mile 43½, where the Man river is first met, the jungle commences to get thick and the work moderate, but not at all heavy. From Milnwin to Lutheraing, mile 56, the line will follow the Man river, and the work will include several crossings of this river, and a few very short tunnels and cuttings through the noses of the hills round which the river bends. Up to this point the grades should not be steeper than 1 in 100. From Lutheraing a grade of 1 in 40 must be adopted as far as Thayûk, on the Arracan side of the pass, at the junction of the An and Thayûk, rivers; this distance will be about 32 miles, and the work on it will be heavy, involving a tunnel of about 3,000 feet in length through the main Yomah range, about 1½ miles north of Nategan.

From Thayûk the grades may be eased, but the work will still continue fairly heavy as far as Rué, mile 120.

From Rué to near Yotarok, mile 230, the junction of the branch line to Akyab, the principal works will be the bridging of the rivers Dalet (900 feet), Lemroo (1,200 feet), and Koladyne (1,850 feet), besides several smaller rivers and tidal creeks; also heavy hill work between Sinyinchaung and Yokchaung, a distance of 6 miles.

On the branch line from Yotarok to Akyab, six rivers will have to be crossed, of which the principal are the Mingan (600 feet), Pali (400 feet), and Tanko (200 feet).

Continuing along the main line from Yotarok, the line passes through two small ranges of hills to Yazochaung, mile 250, a distance of 20 miles. The work will be moderate, but may necessitate two very short tunnels if the grades are kept easy. By going direct across the hills like this, a large amount of bridgework is saved.

From Yazochaung the line runs close to the hills, and parallel to the Myû river as far as Buthidaung, mile 280; here the chief works will be the crossings of the Sidan and Myû rivers.

From Buthidaung to Maungdaw hills are again crossed; the distance is 16 miles, of which 12 are easy and 4 difficult, involving one short tunnel. From Maungdaw, mile 296, to Chittagong, mile 420, a distance of 124 miles, there is practically no difficulty excepting the crossings of the Sungoo river and 8 or 10 smaller rivers of from 200 feet to 300 feet wide. The line here runs by Bawli Bazaar, Myothit, Wealdaung, Harbang, and Satkania; the country for about 10 miles in parts is slightly hilly, but the work all through would be light, with a grade not steeper than 1 in 100.

Mandalay-Kunlon Railway Survey (Metre gauge).

23. After careful examination of three alternative routes suggested for the ascent of the Shan plateau, the route by Maymyo has been selected as by far the least difficult.

The results obtained so far may be summarised as follows:

1st Section.—Mandalay to Maymyo will be 37 miles in length, made up of 13 miles of light work from Mandalay to the foot of the hills; ruling gradient 1 in 100, 4 miles of 8 per cent. rack line in heavy hillside work giving access to the Zibingyi plateau; 4 miles of light work along the plateau on a gradient of 1 in 40 to the foot of the next ascent; 3 miles of 1 in 40 in heavy hillside work on the ascent to the Thôndaung plateau; 13 miles of fairly easy work on a ruling gradient of 1 in 40 to the watershed at Maymyo, 3,600 feet above sea level.

2nd Section.—Maymyo to the Gokteik gorge, 41 miles. The preliminary survey has been completed along the line shown on the reconnaissance map, and shows that this length will all be in light work, but that a ruling gradient of 1 in 40 will be necessary on the Kyouk Kyan saddle (33 miles beyond Maymyo), and perhaps on a short length of the descent from Maymyo.

3rd or Gokteik Section.—Includes the gorge, with the descent from near Thabyeye, and the ascent to Naungpine. The total distance will be 10 miles, about 4 miles of it on an 8 per cent. rack, and the rest on a ruling gradient of 1 in 40. The tunnel will be 1,500 feet in length only instead of 4,000 feet as anticipated; and the main span of the bridge will not exceed 250 feet in length on a pier 80 feet high. The other work will not be heavy except at the crossing of three deep narrow ravines.

4th Section.—Naungpine to Thebaw, 36 miles. The first 20 miles to Loikaw will be comparatively easy, but on the descent to the Myitgue valley unexpected difficulties have been encountered, and there will be 3 miles of heavy hillside work on the lower portion of the descent. The last 8 miles into Thebaw, along the right bank of the Myitgue, is in easy open ground with fairly light work.

The total distance from Mandalay to Thebaw will be 124 miles, or shorter by 11 miles than originally anticipated. There will be in all 8 miles of rack line in heavy work, and 7 miles more of 1 in 40 ghât line in heavy hill side work; but the remaining 109 miles will not be very expensive, and the bridging is on the whole light throughout. If the railway is constructed with wooden bridges, and economy made a first consideration, the average cost of this length will probably not exceed one lakh a mile.

BRANCHES AND LINES (STANDARD GAUGE) OF MINOR IMPORTANCE.

Ludhidna-Ferozepore Railway (Standard gauge).

24. The estimates of this chord, about 76 miles in length, were originally prepared by the Sind, Punjab and Delhi Railway Company in 1884, and worked out to a mileage rate of Rs. 64,528.

Connections with Bhagwangola (Standard gauge).

25. Projects have been received for connecting Moorshedabad and Bhagwangola—

- (a) with the Azimganj branch of the East Indian railway;
- (b) by a line *viâ* Cutwa to Mugra station on the East Indian railway; and
- (c) by a line *viâ* Kishnaghur to Ránaghat on the Eastern Bengal (state) railway.

The matter is still under discussion.

Singia-Madaripur Railway Survey (Standard gauge).

26. The survey of the proposed extension of the Bengal Central railway from Singia to Madaripur was completed in 1888, and a preliminary report and estimates of the probable cost of the extension and of the traffic receipts to be expected from it were drawn up and submitted to Government. The high flood levels on the alignment were checked after the rainy season of 1891, and revised estimates of the cost and probable traffic results of the extension were made and submitted to Government. The extension would connect by a ferry service with the Assam-Bengal railway at Chandpore.

Eastern Bengal (state) Railway (Standard, metre, and special gauges).

27. No surveys on behalf of Government have been undertaken during the year. The only line surveyed by the staff was between Nelphamári and Joyganj, a length of 7 miles.

Nelphamári-Joyganj Railway Survey (Metre gauge).

miles, at the expense of a private person who hopes to raise the capital required to construct the line. The line, if constructed, will probably bring an appreciable amount of extra traffic to the railway.

A project for a light railway from Ránaghat *viá* Santipur to Krishna-Ránaghat-Krishnaghur laid on the standard gauge, with metre gauge rails received from the Nágpur-Chhattisgarh railway, is under consideration, and a rough estimate of the cost has been submitted. The rails on arrival from Nágpur are being stacked at Ránaghat, so as to be readily available if required.

Bezváda-Masulipatam Railway (Standard gauge).

28. An estimate for a railway on the mixed gauge was prepared by the Madras Railway Company in the year 1890-91, but it is now considered unlikely that a double gauge is required, and the question of the gauge to be adopted on this branch will follow on the developments consequent on the opening of the East Coast railway at Bezváda.

Jungshahi-Tatta Railway Survey (Standard gauge).

29. The survey of a line from Jungshahi station on the North Western (state) railway to the river Indus at the mouth of Bhagior canal *viá* Tatta, a distance of about 18 miles, was undertaken and completed during the year. The report on the line, together with estimates, are under submission to Government.

Umballa-Patidla Railway Survey (Standard gauge).

30. The survey for a direct line of railway on the standard gauge from Umballa to Patidla, a distance of about 26 miles, was sanctioned in August 1892, and work was in progress at the close of the year.

Pesháwar-Michni Railway Project (Standard gauge).

31. The collection of 16 miles of permanent-way material as a reserve at Pesháwar for the above project was completed. A detailed survey of the first 3 miles of the proposed line was made from near the Pesháwar city station towards Michni, and the alignment approved by the local civil and military authorities. A proposal which was submitted to Government to complete the formation, &c., of this length of 3 miles, which passes through somewhat difficult country, leaving the rails to be laid when necessary, has been negatived owing to want of funds.

Aonla-Budáon Railway Survey (Standard gauge).

32. In June 1892 orders were received for a survey from Aonla to Budáon. The length of this line is 19.99 miles. The survey has been completed and the line located. The estimates are in course of preparation.

Pálghat-Kurrapatnam Railway Survey (Standard gauge).

33. The survey for a branch line from Pálghat through Trichur to Kurrapatnam at the head of the Cochin backwater, a distance of $60\frac{3}{4}$ miles, was completed in December 1891 by the agency of the Madras Railway Company, two alignments being examined in the ghát portion. The estimate for a standard gauge line by the first of these routes amounts to Rs. 1,10,23,812, or Rs. 1,81,491 per mile, and includes the cost of a tunnel $2\frac{1}{2}$ miles long. The alternative route costs Rs. 90,16,338, or Rs. 1,48,441 per mile, and includes a tunnel $\frac{2}{3}$ mile in length. The Government of Madras considered the cost of the line prohibitive, and that, although a connection with Cochin would form a profitable extension of the Madras railway system, it should start from Pattámbi or Shoranur. No further funds will, however, be available at present for prosecuting fresh surveys.

Shoranur-Trichur Railway Survey (Standard gauge).

34. The Madras Railway Company has applied to Government for permission to undertake a survey from Shoranur station on the south-west line to the point on the Trichur road, where the Pattámbi-Trichur survey of 1879 commenced. The length of this survey will be about 20 miles, and its estimated cost is Rs. 2,500.

Ahmedabad-Prantij Railway (Standard gauge).

35. This project as finally decided upon is for a standard gauge line from Ahmedabad *via* Prantij to Ahmednagar, about $47\frac{1}{2}$ miles. The negotiations carried on during the year between Government and the Gujarat Feeder Railway Company (the name by which the promoting Syndicate is now known) regarding the terms for the construction of the line and for its working by the Bombay, Baroda and Central India Railway Company are still in progress.

BRANCHES AND LINES (METRE AND SPECIAL GAUGES) OF MINOR IMPORTANCE.

Burma (state) Railway (Metre gauge).

36. The survey from Meiktila to Myingyan, $55\frac{1}{2}$ miles, has been completed, the line has been staked out, and an estimate submitted.

Mu Valley State Railway (Metre gauge).

37. Sanction has been given for the survey of an extension of the Mu Valley State railway from Mogaung to Myitkyina on the Irrawaddy, a distance of 35 to 45 miles.

Bengal and North-Western Railway, Company's section (Metre gauge).

38. The following surveys which were ordered with a view to the linking up of the metre gauge systems are now in progress.

Gogra river.—For the construction of a bridge over the Gogra river at Bahramghât.

Bahramghât Fatehpur-Lucknow.

Fatehpur-Kamálpur.

The Gonda-Bulrampur-Ootrowlia-Tulsipur survey is now in progress.

Bengal and North-Western Railway, Tirhoot section (Metre gauge).

39. The field work of the Garhara-Monghyr-Khagaria survey is now nearly completed.

The Begamsarai-Hajeepore survey was ordered in November 1892. It is now in progress, and will be completed before the hot weather.

Rohilkund and Kumaon Railway (Metre gauge).

40. The surveys of both the Sitapur and Bareilly grain sidings were completed and the lines staked out, but necessary Lucknow-Bareilly section. sanction had not arrived in time to make a start with the works.

Nusseerabad-Kekri Railway (Metre gauge).

41. The survey of the Nusseerabad-Kekri project, which was entrusted to the Bombay, Baroda and Central India Railway Company, was completed during the year. Estimates were prepared for 35.43 miles on the metre gauge, working up to Rs. 9,15,097, or Rs. 25,828 per mile if new rails are used, and to Rs. 8,11,939, or Rs. 22,916 per mile, if second-hand rails are used. The estimates in either case exclude the cost of a bridge over the Dani river, which is estimated at Rs. 90,000. It is considered doubtful if this branch will be constructed.

Kurnool Road-Kurnool Railway (Metre gauge).

42. This branch has been dropped owing to the necessary funds, the greater portion of which was to have been provided locally, not being forthcoming.

Sultanpur-Bogra and Hili-Bhowaniganj Railways (Metre gauge).

43. Proposals have been received to construct these branch lines, which will serve as feeders to the Northern section of the Eastern Bengal (state) railway.

Kalka-Simla Railway Survey (2' 6" gauge).

44. The previous survey for this line, which was completed in 1884-85, resulted in a scheme for an adhesion line, 68 miles in length, with very sharp curves.

Between Simla and Kalka there are three distinct ranges of hills, and, while the distance as the crow flies is only $23\frac{1}{2}$ miles, the shortest line obtainable must with a special system of traction be at least 48 miles, and an ordinary adhesion line would certainly not be less than 68 miles.

The amount of line surveyed in the 1st division, Kalka to 2 miles north of Dharmapore, has been 36 miles, and gives two alternative lines,—the first on a grade of 1 in 40, with a short section of 1 in $12\frac{1}{2}$ to the base of the Dharmapore spur; the second on a grade of 1 in 60, with a short section of 1 in $12\frac{1}{2}$ to the same point. This short section of rack, common to both these lines, can be eliminated by a high level bridge; but on this point the investigations are not complete. Up the Dharmapore spur an incline of 1 in $12\frac{1}{2}$ for a length of 3 miles brings the line to a point suitable for a station which would serve Dagshai and Kasauli, and which is at a level at which the ridge can be pierced. From thence the line descends to the Kathar river on an adhesion gradient.

The amount of line surveyed in the 2nd division, 2 miles north of Dharmapore to Khandaghât, has been 30·3 miles from the crossing of the Kathar river through Subathu across the Blini to Khandaghât. An alternative route is now under investigation to ascertain whether by piercing the Subathu range near Dharmapore an adhesion line cannot be obtained into the Asni river, and so reduce the rack sections to two special lifts, one at Dharmapore and one at Simla.

The amount of line surveyed in the 3rd division, Khandaghât to Simla, has been 29 miles. Four lines have been run down the Chota Simla spur, and a fifth is in progress. A very light and cheap line has been obtained through the bed of Asni river, which avoids all heavy work and bridging; but a rack gradient has been introduced near Khandaghât to place the line in sound material. A road has recently been made up this valley, and the slips on it have been very numerous. It has therefore been thought better to get the line low down, where no damage can be done to it.

It is hoped that it may be possible to reduce the gradients requiring special traction to two inclines—*viz.*, 3 miles of 1 in $12\frac{1}{2}$ at Dharmapore, and 6 miles of 1 in $12\frac{1}{2}$ at Chota Simla, both of which can by means of zigzags be developed, if desired, into adhesion lines.

Surveys in connection with the Gaekwar's railways.

45. During the year the Bombay, Baroda and Central India Railway Company undertook, on behalf of the Baroda Durbar, to carry out surveys of a proposed extension of the Gaekwar's Dabhoi railway (2' 6" gauge) from Bahadarpur to the state quarries near Songir, a distance of about $8\frac{1}{2}$ miles, and of the proposed extension of the Patán branch of the Gaekwar's Mehsána railway (metre gauge) to Harij, about 20 miles.

No further action of any importance was taken during the year as regards the other railway projects of the Baroda Durbar mentioned in the report for 1891-92.

Nílgiŕi Railway (Metre gauge).

46. Sanction of Government was given for a survey for the extension of the Nílgiŕi railway to Ootacamund. The complete project is being prepared by the Nílgiŕi Railway Company.

Deesa-Bhúj and Detroj-Bechráji Railways.

47. During the year proposals were received for the construction of a branch line from Deesa to Bhúj, and another from Detroj on the Bombay, Baroda and Central India railway to Bechráji. But neither of these proposals were entertained.

48. The projects for the following lines are still in abeyance—

Porto Novo-Salem.	|	Peralam-Karikal.
Pálghat-Dindigul.	|	Madura-Pámban.
Cuddalore-Pondicherry.		

Howrah-Garden Beach Railway Survey (Standard gauge).

49. A survey has been made with a view to establishing a coal export depôt for vessels on the right bank of the Hooghly. The site selected is just below the Botanical Gardens. Two alternative approaches from the East Indian railway are under consideration,—the first from Bally station; the second in extension of the existing Shalimar line.

CHAPTER IV.

Collieries and oil wells.

Kurhurbaree and Serampore Collieries.

These collieries are worked in connection with the East Indian railway, and the entire supply of fuel for the railway system is drawn from them.

The total output for the year 1892-93 amounted approximately to 362,672 tons against 331,064 tons in the previous year.

The cost of the output in 1892 averaged Rs. 1-9-5 against Rs. 1-9-6 in the previous year.

The outturn of coke amounted to 21,759 tons.

The fire at shaft 11A., Serampore, is still well under control.

The electric light has been installed at shaft 23D, Kurhurbaree, and has worked well, but it has not yet been introduced in the Serampore pits.

The establishment during the year of the Railway Colliery Benefit Fund has done considerable work, and the stability and solvency of the fund is now beyond question.

By reason of the high prices of food during the first-half of 1892, involving under nutrition with less power to resist disease, and of a considerable influx of new arrivals from the country round, the death rate increased 61 per cent. as compared with the first-half of 1891. The second-half of 1892 shows a considerable improvement in this respect.

Four fatal, 9 serious, and 47 slight accidents occurred during the year.

The capital outlay on the collieries to the 31st March 1892 amounted to Rs. 7,90,324 and the expenditure during the year to Rs. 3,562, the total outlay to the 31st March 1893 being Rs. 7,93,886.*

Eastern Bengal (state) Railway.

2. The trials of the Daling field (Dooars) coal supplied by Messrs. Octavius Steel & Co. at Siliguri were continued during the year. The coal was used in locomotives, shop boilers, and also for smithy purposes. In locomotives it was tried under various conditions, and certain alterations were effected in the spacing of the fire-bars and diameter of the exhaust pipe cap to secure the best steaming results. It worked fairly well on engines hauling goods trains, but required constant attention; otherwise it clinkered badly, and lost life. The consumption is about on a par with the Bengal (Barákar) coal, but it involves very heavy labour in firing.

In shop boilers the coal failed to do well. It would not raise steam sufficiently, clinkered much, and finally the trials had to be discontinued.

For smithy purposes it was not a success owing to its clinkering propensities.

Makum Colliery.

3. This colliery is worked by the Assam Railways and Trading Company.

There are three mines worked, *viz.*, the Ledo valley, upper Ledo, and Ihikak. The total output of the mines for the year 1892-93 was 154,874 tons against 162,213 tons in the previous year. Assam coal continues to find favour with consumers on account of its good steaming quality, and is largely used by ocean and inland steamers and railways.

The demand from tea and other factories is steadily increasing year by year.

Petroleum in Assam.

4. Two concessions have been given, one to the Assam Railways and Trading Company, and the other to the Assam Oil Syndicate. The latter have

* This outlay is made up of the purchase money, Rs. 3,05,154, which represented half the original cost of buildings, plant, &c., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from the 1st January 1880.

extracted no oil from their wells as yet. The operations of the Assam Railways and Trading Company have been as under :

Boring was continued at Makum during the year, and altogether from the commencement six bore holes have been drilled at various depths. Five gave no show of oil, and were abandoned. The fourth bore hole has now reached a depth of 350 feet.

There are four wells at Digboi. Nos. 1, 3, and 4 are being worked, and No. 2 was abandoned, there being no oil found even at the depth of 720 feet. The total quantity of crude oil extracted during the year was 32,384 gallons.

A small refinery has been erected at Digboi and a small quantity of oil refined, which has proved of excellent quality. More tools and machinery have been sent for from England with a view to the further development of the undertaking.

Warora Colliery.

5. This colliery is worked by Government.

The total output during the year 1892-93 amounted to 117,918 tons against 123,669* tons in the previous year, showing a decrease of 5,751 tons. This is attributable to smaller demands for the coal.

The output consisted of—

		Previous year.	1892-93.
		Tons.	Tons.
Large coal	...	102,818	99,499
Small coal	...	20,851	18,419

The Great Indian Peninsula railway was supplied with 63,831 tons during the year 1892.

The capital outlay on the Warora colliery to the 31st March 1892, when adjusted, amounted to Rs. 15,54,426, and the approximate expenditure during the year to Rs. 34,000, making a total outlay to the 31st March 1893 of Rs. 15,88,426.

The approximate receipts during the year amounted to Rs. 5,40,000 and the approximate expenditure to Rs. 4,97,000, thus showing a net gain of Rs. 43,000, equivalent to a return of 2·70 per cent. on an approximate capital outlay of Rs. 15,88,426 at the end of 1892-93.

A permanent well for both drinking and boiler purposes has been sunk at Bordah, and a pipe line laid connecting it and the steam pump located there with the colliery. All the boilers at the colliery have been supplied with this water with excellent results.

The exploration of the field has been pushed on during the year, and coal struck at a depth of about 600 feet.

Coal was struck in another part of the field at a depth of 250 feet, but two other holes put down to 155 and 442 feet respectively have both established the absence of coal at the points in question.

Sanction is awaited to put down another hole P2, which, it is believed, will prove coal at from eight to nine hundred feet, and be the site for the new sinking.

A trial has been made with the Stanley heading machine, proving that it could cut the coal with ease; but it being of an old pattern without reversing gear, it has been decided not to retain it, but to procure a new one with the latest improvements.

Galleries are being driven to prove the fault on the south, and are drained by pumps worked by compressed air.

During the year, 2,545 tons of fire-clay were raised for the manufacture of fire-bricks, roofing, and flooring tiles.

The following table shows the number of accidents that have occurred during the years 1891-92 and 1892-93, and the number of fatal and serious accidents compared with the output and the average number of men employed daily :

		ACCIDENTS.			PER 1,000 TONS STEAM COAL.		PERCENTAGE OF ACCIDENTS DURING THE YEAR ON THE AVERAGE NUMBER OF MEN EMPLOYED DAILY.	
		Fatal.	Serious.	Slight.	Fatal.	Serious.	Fatal.	Serious.
Previous year	...	4	22	19	0·03	0·18	0·40	2·19
1892-93	...	1	11	17	0·01	0·09	0·13	1·42

* Revised figures.

Mohpani Colliery.

6. This colliery is worked by the Nerbudda Coal and Iron Company.

The output during the year 1892 amounted to 16,272 tons against 12,722 tons in the previous year. Of the output during the year under review, 12,919 tons were from the south river workings, 2,770 tons from No. 2 seam, old fire workings, and the balance 583 tons from No. 1 seam, Helen pit.

The disposal of the year's output is shown below :

						Tons.
Sales	...	...	...	...	...	12,437
Colliery consumption	...	...	...	...	...	2,129
Stock during the year	...	...	...	...	...	3,571
						18,137
Less—Part stock sold after the 31st December 1892...				1,735		
Previous year's stock on hand	...	...	...	130		
						1,865
Total						16,272

The value of this output at the Mohpani selling price amounts to Rs. 1,36,202.

There is nothing new to report on the working of the mine, except that the piece of No. 1 seam mentioned in Chapter IV, paragraph 6, of the last report has proved to be about 150 feet by 80 feet. This only fills up a small gap on the plan between faults, and, like all the other finds of this kind, runs out against the main sand bank to the east, (or what may be called the eastern edge of the basin). All of the coal is being worked from the pillars, with the exception of one or two odd places, which are being driven up to the edge of the basin.

No. 14 boring, which had reached a depth of 182 feet, was continued to a depth of 311 feet, all in conglomerate clays, mostly unconsolidated, and sandy beds. At this depth the boring was only 4 inches diameter, having been reduced successively from 11 inches, at which it was commenced by the introduction of 8, 7, 6, and 5-inch pipes; and as further piping would have been required and the boring machinery was wanted on the new tract, further operations were stopped.

The only other boring put down during the year in the original field was No. 23, which is situated north of the Ruthekurar pits. This was taken to a depth of 56 feet in coal measures, sand-stones and shales passing through much black carbonaceous mud. This boring was also temporarily abandoned for the more important field on the west, but it is proposed to go on with it at a future date.

A license to prospect for coal over a fresh area of twelve square miles has been granted during the year, and boring is being vigorously carried on in No. 1 plot of the new concession.

The following table shows the number of accidents that have occurred during the years 1891 and 1892 and the number of fatal and serious accidents compared with the output and the average number of men employed daily :

			ACCIDENTS.			PER 1,000 TONS STEAM COAL.		PERCENTAGE OF ACCIDENTS DURING THE YEAR ON THE AVERAGE NUMBER OF MEN EMPLOYED DAILY.	
			Fatal.	Serious.	Slight.	Fatal.	Serious.	Fatal.	Serious.
Previous year	...	...	...	...	14	...	...	...	...
1892	...	...	4	4	17	0.24	0.24	0.61	0.61

Umaria Colliery.

7. This colliery is worked by Government.

The total output during the year 1892-93 amounted to 95,946* tons against 69,762† tons in the previous year, showing an increase of 26,184 tons.

* Includes approximate figures for the month of March 1893.
† Revised figures excludes washed nuts and dust coal.

This increase was partly due to the increase of labour and partly to starting "broken" workings, *viz.*, the taking out of the pillars in the mines. The colliery is now in a position to turn out about 1,000 tons of large coal per month.

The output consisted of—

		Previous year.	1892-93.
		Tons.	Tons.
Large coal	...	51,913	73,438
Small coal	...	17,849	22,508

The coal sold during the year was as follows :

			Tons.
Large coal	...	...	63,442
Small coal	...	...	357
Washed nuts	...	...	9,895
Washed dust	...	...	222
Total	...	...	73,916

The contract with the Indian Midland Railway Company during the year was for 38,500 tons.

The contract with the Great Indian Peninsula Railway Company was for 20,250 tons large coal and 6,750 tons washed nuts.

During the first-half of the year, owing to scarcity of labour, the whole of the contracts with the Great Indian Peninsula and Indian Midland Railway Companies could not be filled; and though towards the beginning of the second half-year offers were made to supply the deficiencies of the first half-year, neither of the railway companies desired to have the balance made up.

In consequence of this refusal the stacking of coal had to be undertaken at very great expense. There being only a few wagons belonging to the colliery which could be used for stacking purposes, arrangements were made with the Bengal-Nágpur Railway Company for the purchase of 12 second hand lowsided wagons to be used in the colliery yard for stacking purposes, and, by the end of February, 9,396 tons of large coal were put into stock.

The capital outlay on the Umaria colliery to the 31st March 1892 amounted, when adjusted, to Rs. 10,00,103, and the expenditure during the year to Rs. 1,000, making a total outlay to the 31st March 1893 of Rs. 10,01,103.

The approximate receipts during the year amounted to Rs. 3,29,000 and the approximate expenditure to Rs. 3,24,000, showing a net receipt of Rs. 5,000, equivalent to a return of 0.49 per cent. on a capital outlay of Rs. 10,01,103; but this does not take into calculation the cost of large coal in stock (which was raised during the year), amounting to 9,396 tons.

Owing to the working of the "broken," the surface has subsided in several places, and cracks are visible all along the line of fault at which "broken" work was commenced. This will in all probability mean a large increase to the water in this mine during the monsoon, but the subsidence of the land is inevitable when seams are worked at small depth.

The following table shows the number of accidents that have occurred during the years 1891-92 and 1892-93 and the number of fatal and serious accidents compared with the output and the average number of men employed daily :

	ACCIDENTS.			PER 1,000 TONS STEAM COAL.		PERCENTAGE OF ACCIDENTS DURING THE YEAR ON THE AVERAGE NUMBER OF MEN EMPLOYED DAILY.	
	Fatal.	Serious.	Slight.	Fatal.	Serious.	Fatal.	Serious.
Previous year ...	1	16	17	0.02	0.30	0.11	1.78
1892-93 ...	1	15	14	0.01	0.20	0.10	1.52

Coal-field at Telanpali near the Eeb river.

8. Little has been done during the year towards exploring the coal-field at Telanpali near the Eeb river. The shaft referred to in paragraph 8, Chapter IV, of the last report was sunk 59 feet, and 17 feet of coal passed through, when work was stopped for lack of funds. The samples of coal taken from this seam were found to be of an inferior quality to that previously investigated, but at present the exploration cannot be said to be in any way complete, and there is reason to think that the seam has been struck where it dips heavily, and therefore that its thickness may be much less than 17 feet.

The Government of India have called for an estimate of funds that will be required for another pit with a view to making further experiments. In the event of the construction of a branch of the Bengal-Nágpur railway to Cuttack, the existence of good workable coal at so convenient a spot as Telanpali, only four miles from Jharsuguda, the junction of the main line with the Cuttack branch, would be of utmost value.

A sum of Rs. 5,000 previously sanctioned by Government for the exploration of the field has been spent and an additional grant of Rs. 1,623 was made, bringing up the total expenditure to Rs. 6,623.

Daltonganj (Palamow) Coal-field.

9. The opening of this field, which is reported to contain coal of the best quality hitherto mined in India, remains in abeyance till it is found possible to allot funds for the construction of the railway from Moghal Sarai.

The borings ordered in this field were put down in 1890-91, proving two seams—one of $7\frac{1}{2}$ to 13 feet in thickness, and the second lower seam from 4 to 28 feet thick—over a considerable area.

The available supply is probably not less than $8\frac{1}{2}$ million tons.

Singareni Colliery.

10. This colliery is worked by the Hyderabad (Deccan) Company.

The total output during the year 1892 amounted to 149,601 tons against 144,668 tons in the previous year.

The output consisted of—

	1892. Tons.
Large coal	107,527
Small coal and slack	42,074

The sales during the year are briefly detailed below :

	Tons.
Great Indian Peninsula railway	49,520
The Nizam's Guaranteed State railway	14,136
Southern Mahrattā railway	10,599
Others	44,092

The average price of coal at pit's mouth was Rs. 5-5-4.

The steady development of these mines, which consist of six inclines and one winding pit, has been well maintained.

The extensions of the underground workings in the "King" seam were vigorously pushed forward in each mine, the character of the coal proving of excellent quality, and having a sectional thickness up to 7 feet.

During the second-half of the year the intervention of a down-throw fault to the south-west of the field somewhat impeded progress, and for the time being interfered with the output of one of the most important inclines of the colliery. This fault was satisfactorily negotiated and a shaft sunk to the deep of it, from which it is expected a much larger output will be obtained than has hitherto been possible. It is not anticipated that any further dislocation of moment will be found to exist. Advance explorations of the coal beds have revealed large areas of unquestionably good quality.

An inspection was made by Mr. Price Williams, mining expert, during 1892, who reported most favourably on the coal. He considered that it could compete successfully with English coal at Bombay both for marine and locomotive

engines. His mean evaporation result gives 7·30 lbs. of water per lb. of coal in the locomotives of the Nizam's Guaranteed State railway as against 7·02 lbs. evaporated with Australian coal.

Taking into consideration the excessively heavy monsoon rains of the year, the health of the workpeople was fairly good.

The following table shows the number of accidents that have occurred during the year 1892 and the number of fatal and serious accidents compared with the output and the average number of men employed daily :

	ACCIDENTS.			PER 1,000 TONS STEAM COAL.		PERCENTAGE OF ACCIDENTS DURING THE YEAR ON THE AVERAGE NUMBER OF MEN EMPLOYED DAILY.	
	Fatal.	Serious.	Slight.	Fatal.	Serious.	Fatal.	Serious.
1892	5	6	24	0·04	0·05	0·23	0·27

Every care is exercised to prevent injury from falls of roof and sides, and an efficient ventilation is kept up in each mine.

Dandot Colliery.

11. This colliery is worked in connection with the North Western (state) railway.

The total output during the year 1892-93 amounted to 75,094 tons against 73,663* tons in the previous year. The output would have been much larger but for an exceptionally unhealthy season, by which labour was rendered scarce.

The output during the year consisted of—

						Tons.
Large coal	...	...	...	...	...	58,827
Nut coal	...	...	...	...	...	1,379
Slack	...	...	...	...	...	14,888

The sum originally sanctioned on block account was Rs. 5,00,000. The capital outlay to the 31st March 1892 amounted, when adjusted, to Rs. 4,47,696 and the expenditure during 1892-93 to Rs. 1,130 (which represents the value of imprest stores), making a total outlay to the 31st March 1893 of Rs. 4,48,826.

The receipts during the year amounted approximately to Rs. 5,93,705 and the expenditure to Rs. 5,87,260, showing a net gain of Rs. 6,445, equivalent to a return of 1·44 per cent. on a capital outlay of Rs. 4,48,826. The profits on the undertaking from the commencement of operations to the end of 1892-93 credited to the block account amounted to about Rs. 1,67,248, leaving Rs. 2,81,578 at the debit of the colliery.

The system of working the main mine by petty contract has been satisfactory, and it has been extended to some of the outcrop mines. Fair progress was made with the main mine during the year.

All the outcrop mines were maintained in good order, and are capable of yielding as much as 300 tons per day in the aggregate.

All the Pidh mines were maintained in good order, and fair progress was made with them. New workings are being opened as old ones are worked out.

A trial was made during the year to carry the main ways as "goaf" roads. This was done for the low level main way and for one of the main ways and return ; but this method has not so far been successful in the main mine, which is wet, though it has been employed for several years in the outcrops, which are dry. In the main mine the wet floor is a difficulty, but the chief cause of failure appears to be that the timber has not been drawn from the "goaf." If this were done, the "goaf" would settle evenly, and the great side pressure, which crushes the roads, would be reduced.

* Revised figures.

Timber drawing has now been extensively resorted to in all the dry mines, and also to some extent in the main mine. It is, of course, a dangerous operation requiring skill, care, and nerve, and the supervision of expert miners is a necessity.

The main return way has been maintained in good order. Heavy feeders of water break into the ventilation shaft during the rains, and put out the furnace which had to be protected with an iron cover and casing. It is intended to drain most of the water from the shaft by an adit to the hill side.

Except when interrupted by water, as stated above, adequate ventilation has been maintained in the main outcrop and the Pidh mines by means of the furnace.

Eight fatal, 18 serious, and 7 slight accidents occurred during the year 1892.

Coal-field at Bhaganwala (Salt range).

12. A special report on these mines is under submission to Government, and an officer of the Geological Department is at present investigating the fields on the spot and conducting exploration by means of borings.

The quality of the Bhaganwala coal is believed to be good, more than 5,000 tons having already been used for locomotives with fair results.

The development of the colliery depends to a considerable extent on the construction of a branch line from Haranpur to the foot of the Bhaganwala cliff. This project is dealt with in the report which will be submitted shortly.

Meanwhile the Director Geological Survey of India, writes very favourably of the capabilities of the eastern end of the field, which has also been explored by Mr. Luckstedt, an executive engineer on the North Western (state) railway.

The seam may be relied on to produce a large outturn of coal, though it is possible that the sandy laminæ in it may be more frequent than is anticipated.

Except for about half a mile to the north-west of the present workings, and round the plateau towards Ara, it is impossible to say what the total value of the field may prove to be till the result of the borings is received.

Khost Colliery.

13. This colliery is worked in connection with the North Western (state) railway.

The total output during the year 1892-93 amounted to 13,348 tons against 12,594* tons in the previous year.

The output during the year consisted of—

						Tons.
Large coal	...	...	...	...	...	8,113
Slack	...	...	...	...	...	5,235

The total amount sanctioned on block account was Rs. 1,50,000. The capital outlay to the 31st March 1892 amounted, when adjusted, to Rs. 1,38,347 and the approximate expenditure during the year 1892-93, which includes the value of imprest stores, to Rs. 19,328, making a total outlay to the 31st March 1893 of Rs. 1,57,675.

The approximate receipts during the year amounted to Rs. 1,59,602 and the expenditure to Rs. 1,46,983, thus showing a net gain of Rs. 12,619, equivalent to a return of 8 per cent. on a capital outlay of Rs. 1,57,675.

The profits realised on working and credited to the block account from the commencement of operations to end of 1892-93 amounted to about Rs. 80,059, leaving Rs. 77,616 at debit of the colliery.

The Khost outcrops are practically finished and the workings at Killa Hakim Khan have come to an end, all the coal worth setting above water level having been extracted.

The Takrai workings are in thin, crumbly, and practically unworkable coals, probably due to the proximity of two nullahs. The main ways have, however, been pushed on in the hope of reaching better coal, and it is satisfactory to note that on the east side this hope has been realized.

The tunnel at Killa Ali Khan struck coal in October 1892. The seam is not so thick in the low level as in the outcrops, but appears to be thickening to the east.

* Revised figures.

Coke manufacture. Three experimental ovens were built at the beginning of the year, and satisfactory results obtained with the coal. Coking is now proceeding regularly on a small scale.

The sanitary condition of the miners' huts and their environs has been good. Fever, however, prevailed in the month of September, and this hindered work to some extent, but fatal cases were few.

The fan has worked fairly well during the year, though the air current is of necessity feeble.

One fatal accident occurred during the year 1892.

Quetta Coal-fields.

14. The three localities in which coal is known to occur in this field are at Ghandak, about 9 miles north-east of Quetta, at Lurakhu in the Les Valley, 28 miles away on the eastern slopes of Pinki hill, and in the Spin Karez As Tangi valley. These are all reported by the Geological Department as part of one belt of shales, and belonging to the same geologic horizon. The country is very broken, and mining will be chiefly, if not entirely, limited to operations at the outcrops.

The seams at Ghandak have, as in the previous year, been worked by private agency under agreement with Government, and a considerable amount of coal has been brought into Quetta for general use.

It is under consideration to work these fields by Government agency, but before coming to a decision in this matter it is desired that the steaming qualities of the coal should be fully verified. Experiments have therefore been ordered in North Western (state) railway locomotives, and, when the reports are received, a decision will be arrived at.

Baluchistan petroleum operations.

15. Boring plant has now been removed from Khattan and stored at Baber Kach, the Khattan area having been definitely abandoned.

The boring ordered to test the possibility of oil at the Chappar Rift was put down to a depth of 845 feet. For the first 178 feet it passed through shales, in the lower portion of which it was hoped that oil might be struck; but these shales were found at much less depth than seemed likely from the general lie of the strata much diminishing the chances of success. From 178 feet onwards the boring has been entirely in hard limestone, which is at this point of unknown thickness. It was stopped, and further operations abandoned after passing through 667 feet.

This closes the Baluchistan operations which were begun in 1885. A brief summary of their history is as under:

The operations of 1887-88 showed a fair flow of oil in borings of small depth, which, had it remained constant, would have sufficed for the needs of the Sind-Pishin railway. There seemed also a prospect of finding a light oil suitable for kerosine in a deep boring. The increased production in 1889 seemed to justify this view, but before long the wells showed signs of exhaustion, and after the serious flooding which took place in the monsoon of 1889 and in the following year, the production never again rose to paying proportions.

The officer of the Geological Survey who was deputed to Khattan recommended one more trial boring to settle the question of the existence of paying quantities of oil. This boring was put down in the Siah Kach plain to a depth of 1,338 feet, and, as its results were negative, the closure of the works was decided upon.

One more possibility remains. It is reported that there is a fair probability of striking a productive supply of oil at the base of the Kirthar limestone near Rohri on the Indus; and a trial boring has been ordered there which should settle finally the question of the existence of petroleum in paying quantities in that part of the country.

Total coal production.

16. The statement on the next page shows the quantity in tons of coal produced in India during the last thirteen years.

Statement showing the quantity in tons of coal produced in India during the last thirteen years.

PROVINCES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
Bengal ...	988,565	930,203	1,038,872	1,200,957	1,257,392	1,123,700	1,186,862	1,319,090	1,380,594	1,541,356	1,626,245	1,647,945	2,033,036 *
Punjab ...	...	...	...	...	...	...	...	7,523	11,249	22,835	40,677	60,714	66,352
Central Provinces	31,228	67,527	91,370	115,019	121,833	119,116	117,287	128,981	157,768	144,465	137,022	141,736	132,005
Assam ...	...	...	...	...	16,493	43,707	70,859	89,302	101,528	116,676	145,708	154,208	164,050
Central India ...	...	...	...	...	2,100	7,698	13,539	15,497	41,580	52,956	77,842	69,741	88,623
Nizam's Territory	...	...	...	...	...	...	...	3,259	13,382	59,646	125,486	144,668	149,601
Madras ...	...	...	...	...	...	...	...	...	...	...	...	20	61
Baluchistan ...	...	...	...	...	4...	...	...	411	2,802	8,238	15,541	10,368	13,284
Burma ...	...	...	...	...	...	...	...	...	...	...	...	...	3,670
TOTAL ...	1,019,793	997,730	1,130,242	1,315,976	1,397,818	1,294,221	1,388,487	1,564,063	1,708,903	1,946,172	2,168,521	2,229,400	2,650,682

* Total reported to date; the figures for a few collieries are approximate.

CHAPTER V.

Stores and Rolling-stock (Capital).

Expenditure in England.—The total expenditure on state railway stores contracted for in England through the agency of the India Office during the calendar year 1892 was—

	£
A. Iron bridgework	168,364
B. Engineers' plant	16,770
C. Workshop machinery	8,478
D. Permanent-way	563,101
E. Locomotive and rolling-stock	149,682
F. Station materials and fencing	36,556
G. Tools and stores	73,239
TOTAL ...	1,016,190

2. *Expenditure in India.*—The stores purchased locally by the Port Storekeeper, Calcutta, and the Marine Storekeeper, Bombay, amounted to Rs. 4,07,795 and Rs. 25,044 respectively.

3. *Cost of establishment at ports.*—The cost of the establishment maintained at Calcutta and Bombay was—

	Rs.
Calcutta	21,619
Bombay	1,801
TOTAL ...	23,420

4. *Ships employed.*—The number of ships employed in bringing state railway stores, including stores procured for native state lines during the calendar year 1892, was—

	No.	Tons.	Approximate value of stores received at each port. Rs.
To Bombay	56	10,249	14,41,448
„ Calcutta	112	37,745	43,10,453
„ Kurrachee	59	23,663	33,58,711
„ Rangoon	34	16,296	12,24,956
„ Cocanada	*26	22,506	18,20,269
„ Vizagapatam	*16	11,084	10,08,250
„ Masulipatam	3	1,598	48,200
„ Gopalpore	1	1	136
TOTAL ...	307	1,23,142	1,32,07,423

5. The following table shows the amount credited to the Civil Department on account of one per cent. insurance from the year 1884-85 to the year 1891-92, and the amount charged off to the Insurance Fund for stores lost at sea :

Years.	One per cent. insurance.	Amount adjusted against the Insurance Fund.
	Rs.	£
1884-85	65,934	2,009
1885-86	88,120	Nil.
1886-87	1,72,795	Nil.
1887-88	1,58,085	2,877
1888-89	98,839	Nil.
1889-90	1,07,039	Nil.
1890-91	1,02,589	Nil.
1891-92	1,14,888	1,969

* Of these, 8 vessels touched at both of the ports of Cocanada and Vizagapatam.

In previous years it was the practice to charge off to the one per cent. insurance any sums not recoverable from the ship-owners for damages to stores on the way out to India; but in 1887 the Secretary of State ruled that it was to be distinctly understood that the one per cent. was not to cover any expenditure incurred in India in connection with the stores.

6. The value of imported stores held in reserve at Calcutta on the 1st January 1892 was Rx. 6,042, and the balance at the close of 1892 was Rx. 4,773, shewing a decrease of Rx. 1,269.

7. Statement No. 5 on pages 58 to 61 gives details of the number of locomotives and vehicles on the standard and metre gauge railways at the end of 1891 and 1892; also the total capital cost of the stock.

Fittings for Lushai and Collis' dandies.

8. The work of providing 5 per cent. of the third class ambulance carriages on the standard gauge railways in India, with fittings for Lushai and Collis' dandies, has been completed. On the Eastern Bengal (state) railway the vehicle so fitted is an intermediate class carriage, there being no third class ambulance carriages on that line.

The following table shows the number of vehicles fitted on each line :

Railway.					Total number of vehicles fitted, being 5 per cent. of ambulance stock on the line.
North Western (state) ...	...	...	...	...	25
Oudh and Rohilkhand (state) ...	...	..	...	...	1
Eastern Bengal (state) ...	...	...	...	...	1
East Indian ...	...	...	...	...	4
Bengal-Nágpur ...	...	...	...	...	1
Indian Midland ...	...	...	...	...	1
Bombay, Baroda and Central India...	...	...	...	...	1
Great Indian Peninsula ...	...	...	...	...	2
Madras ...	...	...	...	...	2
TOTAL ...					38

Rolling-stock adapted for military purposes.

9. The statement on page 57 shows the progress that has been made up to date in fitting second, intermediate, and third class carriages on Indian railways with hooks or racks for slinging soldier's rifles.

The following standard gauge stock fitted for military requirements has been erected on the Bengal-Nágpur railway up to the end of 1892, viz.—

- 23 Ambulance carriages.
- 520 Covered goods wagons to carry horses and ponies.
- 320 Low and medium-sided wagons for carrying guns.
- 194 Hopper wagons suitable for carrying guns.
- 55 Ballast wagons for carrying guns.
- 10 Horse-boxes.

Leaving the following still to be erected, viz.,—

- 671 Covered goods wagons.

The following standard gauge stock adapted for military purposes was available on the North Western (state) railway on the 31st December 1892 :

- 413 Vehicles fitted for ambulance purposes.
- 98 Horse-boxes, capable of carrying 6 horses each.
- 26 Horse-boxes, capable of carrying 3 horses each.
- 75 Covered goods (wooden) wagons for carriage of horses.
- 4,005 Covered goods (iron) wagons for carriage of horses.
- 148 High-sided open goods wagons for carriage of artillery.
- 1,538 Low-sided open goods wagons for carriage of artillery.

The following shows the standard and metre gauge rolling-stock adapted for military purposes on the Eastern Bengal (state) railway :—

Standard gauge (Eastern section).	16 intermediate class carriages fitted for ambulance purposes.	{	Adapted for the carriage of horses.
	9 wooden covered goods wagons		
	560 iron covered goods wagons		
	112 low-sided wagons	...	Suitable for carriage of artillery.
Metre gauge (Northern section).	573 wooden covered goods wagons	Adapted for carriage of horses.	
	25 low-sided wagons	...	Suitable for carriage of artillery.
Metre gauge (Dacca section).	126 wooden covered goods wagons	...	Adapted for carriage of horses.

During the year no alterations were made on the Great Indian Peninsula railway (standard gauge) to the coaching vehicles fitted for ambulance purposes. The following gives the number of vehicles now fitted for military use :

- 3,112 open goods suited for carrying guns.
- 50 open bogie wagons suited for carrying heavy guns.
- 1,502 covered goods wagons for carrying horses.
- 29 coaching vehicles fitted with ambulance appliances.
- 93 horse boxes capable for carrying each three horses.

There are at present 14 ambulance third class carriages on the Bombay, Baroda and Central India railway (standard gauge), and one which has been lately sold will shortly be replaced, which will make 15 carriages.

This railway has the following wagon stock fit for military purposes :

- 1,529 covered goods wagons Z. }
 - 105 covered goods wagons Y. }
- For carrying horses.

On the Madras railway (standard gauge) twenty-eight third class carriages, being 8 per cent. of the total sanctioned number of this class of vehicles, have been fitted up for ambulance purposes. The following table shows the goods vehicles fitted for general military requirements :

Class of vehicle.	Total stock sanctioned.	Total stock running.	Number adapted for military purposes.	REMARKS.
Covered goods wagons	1,486	984	966	Fitted to carry horses.
Cattle wagons	50	50	50	Fitted to carry horses.
Open wagons	1,113	1,658	1,658	Suitable for carriage of artillery.

The following vehicles suited for military purposes are running on the Southern Mahratta railway (metre gauge).

COACHING.

Composite bogie, first and second class	12
Composite ordinary, first and second	14
Second class carriages	36
Third class bogie carriages	42
Third class ordinary carriages	133
Brake-vans	17
Ambulance third class carriage	3
Horse boxes	36

GOODS STOCK.

Medium sized wagons	102
Low-sided, iron	762
Low-sided, iron, six-wheeled	2
Low-sided, iron, with wooden sides	33
Low-sided, iron, military type	53
Covered goods wagons for carrying horses	100

No important changes have been made to rolling-stock on the South Indian railway metre (gauge). Fifteen third class carriages are adapted for ambulance. The following vehicles are also suitable for military purposes :

Class of vehicles.	Total stock running.	Number adopted for military purposes.	REMARKS.
Covered goods wagons	1,810	1,810	Of these, 267 are adapted for carrying horses.
Open (medium or high-sided wagons)	813	813	
Ballast or low-sided wagons	504	504	

The rolling-stock adapted for military requirements on the Burma (state) railway metre gauge is as follows :

290 ballast wagons } with drop ends for carrying artillery.
20 open bolstered wagons }

123 covered wagons fitted for carrying horses and ponies as under :

50 covered goods wagons, 25' long (bogie).

23 covered goods wagons, 18' long.

50 covered goods wagons, 15' 6" long.

Breast bars are kept ready for these when required.

Twenty-five covered wagons, 25' long (bogie), and 150 covered wagons, 15' long (4 wheelers), have been built to full dimensions required for carrying horses, but are not fitted with breast bars.

Sixty-eight third class with end doors have side doors for ambulance doolies, but no appliances for suspending doolies. Three of them are fitted with brakes.

On the Dibru-Sadiya railway there are no specially adapted carriages ; the ordinary carriages are used to meet military requirements.

Brakes.

10. On the East Indian railway thirty-five coaching vehicles have been fitted with continuous automatic vacuum brakes, eleven with brake gear complete, and twenty-four with brake gear without pipes. Several of these vehicles are being run on trial trips on some of the local trains.

None of the rolling-stock of the Bengal-Nágpur railway has as yet been fitted with any form of continuous brake.

On the Indian Midland railway sanction has been received to 16 coaching vehicles for use on the through-service being fitted with the automatic vacuum brake.

On the North Western (state) railway the fitting of vacuum automatic brake to rolling-stock has made steady progress during the year ; 490 vehicles and 70 engines were braked and 47 carriages piped during 1892. Arrangements were made to run mail trains fitted with this brake between Delhi and Pesháwar.

On the Oudh and Rohilkhand (state) railway the continuous automatic vacuum brake gear was fitted to the stock running on the mail service, and was brought into use on 1st August 1892.

The work of fitting up engines and vehicles on the Eastern Bengal (state) railway with the vacuum brake gear received from England during the previous year was continued. At the close of the year under review 10 engines and 108 vehicles on the standard gauge were fitted with the brake.

On the Great Indian Peninsula railway the rolling-stock fitted with the automatic vacuum brake was not increased during the year, and the total number now fitted is as follows :

Locomotives	66
Vehicles	159

The Bombay, Baroda and Central India railway has 45 engines and 451 vehicles fitted with the simple vacuum brake, but material ordered for converting this form of brake into the automatic vacuum has been received, and the work of conversion is in progress.

For the Madras railway an indent has been sent forward for automatic vacuum brake-gear complete for six carriages, and sets of piping for seven carriages running on the through mail trains between Madras and Bombay.

None of the locomotive or vehicle stock on the Rajputana-Malwa railway is fitted with the automatic vacuum brake.

On the Southern Mahratta railway (metre gauge) no automatic vacuum brakes have been fitted, but the following have been fitted with Westinghouse brakes :

Locomotives	3
Coaching vehicles	19

On the South Indian railway the brake-gear in use during the year has been the same as previous years, but the new stock, consisting of 20 engines and 100 bogie carriages, some of which have arrived, is fitted with automatic vacuum brakes, and an indent for 73 sets to provide some of the existing stock with it, in supersession of the present brake-gear, has been sent home.

On the Burma (state) railway, 80 old wagons have been fitted with brakes at a cost of Rs. 1,700.

During the year under report screw brakes were fitted to the rolling-stock of the Dibru-Sadiya railway (metre gauge), no other brakes having been introduced.

Couplings.

11. On the East Indian railway second screw couplings have not yet been supplied to the stock.

The whole of the coaching stock and nearly the whole of the goods stock as well of the Bengal-Nágpur railway is fitted with couplings at both ends.

The whole of the standard gauge coaching stock on the North Western (state) railway now has couplings at each end. Of the goods stock, 6,789 vehicles have been similarly furnished, leaving 3,046 to be fitted.

The whole of the coaching stock of the Great Indian Peninsula railway is fitted with screw couplings at both ends. In 1890 it was decided to fit 30 per cent. of the wagon stock of this line with screw couplings. These couplings are now coming to hand, and during the year under review 803 vehicles were fitted.

The whole of the coaching stock of the Bombay, Baroda and Central India railway has screw couplings at both ends. The goods stock of this line is also now being fitted with screw couplings one to each, and over 900 vehicles have already been so fitted, and the whole of the remaining stock is expected to be finished by 30th June 1894.

The work of fitting two couplings to all the Company's stock of the Madras railway has been continued satisfactorily, the total number of vehicles so fitted being 895 on the 31st December 1892 as against 358 on the 31st December 1891.

On the South Indian railway the old type of coupling is being replaced by Jones' flexible buffers, for which indents are sent forward regularly, and a further supply of 400 sets is expected shortly from England. The whole of

the Villupuram-Guntakal railway stock is fitted with Jones' flexible buffers as well as the following vehicles of the South Indian railway :

Coaching vehicles	210
Goods vehicles	155

The whole of the rolling-stock of the Burma (state) railway (metre gauge), except a few engines, is now fitted with Jones' patent screw couplings and flexible buffers. The engines are fitted, or being fitted, with a special duplex coupling (male and female) for coupling up after turning without any change of hook being necessary.

Centre buffer and hook couplings have been fitted to the rolling-stock of the Dibru-Sadiya railway, and some tight couplings have been fitted to the coaching vehicles of this line.

The whole of the coaching and goods stock of the Bhávnagar-Gondal-Junágarh-Porbandar railway is to be fitted with side chains. More than half of the rolling-stock has already been fitted with them, and the whole of the work may be expected to be complete by the end of this year, 1892.

Retiring accommodation for females.

12. Statement No. 5 A. on page 62 furnishes details of the number of carriages that have been fitted with retiring accommodation for females in order to comply with the requirements of section 64 of the Indian Railways Act, IX of 1890.

Standard equipment of relief vans.

13. A list of contents of medicine chests for railway accident relief vans has been prepared by the Surgeon-General with the Government of India, and circulated for adoption on the State lines noted on the margin, and to Local Governments and Administrations with a suggestion that the matter may be brought to the notice of the authorities of the lines under their control with a view to the question of the medicines and surgical appliances which should be provided as part of the standard equipment of all accident vans being carefully considered.

The preparation of revised lists of engineering and other articles is under consideration, and, when ready, will complete the list showing the necessary equipment of relief vans.

Lighting of railway carriages with gas on Pintsch's system.

14. On the East Indian railway the Government of India have sanctioned an estimate for lighting 180 coaching vehicles by gas on Pintsch's system in the chord and loop line mail trains and the joint stock for service to Bombay. The building for gas-producing plant at Howrah is well advanced and that at Allahabad commenced. The fittings for carriages have not yet arrived.

On the Oudh and Rohilkhand (state) railway the Government of India have approved of 571 coaching vehicles being lighted by gas on Pintsch's system.

In April 1892 Pintsch's system of lighting carriages by compressed oil gas was introduced as an experiment on the Bombay, Baroda and Central India railway, the expenses being borne by the proprietors of the patent. One local train and one bogie carriage of the mail train were supplied with the reservoirs and necessary fittings, the gas works being erected at Parel.

On the Madras railway, one of the Company's saloons having been experimentally lighted with Pintsch's gas for a period of six months with highly satisfactory results, an indent has gone forward for sanction for a complete set of gas-making apparatus and carriage lamps and reservoir fittings sufficient for introducing this system of gas lighting in to the majority of this Company's passenger stock.

An indent has been sent forward for the necessary apparatus for manufacturing and supplying Pintsch's gas on the South Indian railway. At first 100 bogie coaching vehicles will be fitted up and the remaining stock next year.

Committee of locomotive and carriage superintendents in India.

15. As the several railway administrations in India did not unanimously concur in the rules proposed for dealing with the expenditure that may be incurred in connection with the work of the committee, the objections raised were considered by the Committee of locomotive and carriage superintendents at their session, which was held at Lahore in December 1892, and amended draft rules embodying the resolutions adopted by the committee have been again circulated for acceptance preparatory to their final issue.

INDIAN RAILWAYS.

Statement showing number of carriages fitted with hooks or racks, as the case may be, for soldiers' rifles.

RAILWAY.	DESCRIPTION OF CARRIAGE, CLASS.					NUMBER OF CARRIAGES FITTED WITH						PERCENTAGE ON THE TOTAL STOCK OF EACH CLASS.					REMARKS.
						HOOKS.			RACKS.								
	Com- posite, 1st and 2nd.	Com- posite, 1st and 3rd.	2nd.	Inter- mediate	Com- posite, Inter- mediate and 3rd.	Com- posite, 1st and 2nd.	Inter- mediate	Com- posite, Inter- mediate and 3rd.	Com- posite, 1st and 2nd.	2nd.	Inter- mediate	Com- posite, Inter- mediate and 3rd.	Com- posite, 1st and 2nd.	2nd.	Inter- mediate	Com- posite, Inter- mediate and 3rd.	
STANDARD GAUGE.																	
1. East Indian	...	...	105	61	...	748	...	...	...	...	...	...	...	...	...	...	08
2. Bengal-Nagpur	22	4	8	...	8	176	...	...	...	†21	8	7	...	95.45	100.00	...	77.84
3. Indian Midland	...	...	17	...	...	178	...	...	...	...	9	...	...	...	52.94	...	100.00
4. North Western (state)	96	...	82	78	...	825	...	...	...	†30	23	27	...	31.25	23.05	34.74	56.88
5. Oudh and Rohilkhand (state)	...	...	25	20	...	286	...	...	...	...	...	20	...	...	...	100.00	80.07
6. Eastern Bengal (state) — Central, southern, and eastern sections	33	...	12	52	16	109	...	7	...	...	...	1	...	...	...	15.38	51.26
7. East Coast	...	...	...	...	...	...	...	...	...	...	54	...	...	...	...	...	...
8. Great Indian Peninsula	...	...	150	...	...	561	...	...	...	...	...	...	...	...	36.00	...	12.00
9. Bombay, Baroda and Central India	22	...	41	22	...	269	...	...	...	...	...	22	...	...	...	100.00	34.20
10. Madras.	...	...	70	...	...	371	...	...	...	...	...	...	...	...	100.00	...	79.51
11. The Nizam's Guaranteed (state)	...	...	8	...	...	59	...	...	...	...	...	...	...	...	...	...	...
METRE GAUGE.																	
12. Bengal and North-Western, including Tirhoot section	28	...	10	...	22	221	...	...	...	...	...	...	...	...	...	...	23.00
13. Rohilkhand and Kumaon (includ- ing Lucknow-Bareilly section)	...	...	...	3	9	(a) 73	...	...	...	...	...	3	1	...	...	100.00	11.11
14. Rajputana-Malwa	...	...	96	50	...	766	...	...	...	...	2	15	...	...	2.09	30.00	13.95
15. Southern Mahratta, including Mysore section	52	...	42	...	...	496	...	...	...	†26	36	...	...	50.00	85.71	...	35.29
16. South Indian	10	...	...	...	...	482	...	...	...	8	...	...	...	30.00	...	...	47.51
17. Eastern Bengal (state) — Northern Behar and Dacca sections	31	...	12	38	1	179	...	...	...	†27	12	26	...	87.09	100.00	68.42	100.00
18. Burma (state)	3	...	...	2	...	19	...	...	...	...	(b) 12	...	...	...	20.00	...	76.87
19. Bhavnagar-Gondal-Junagarh- Porbandar	...	...	...	...	...	281	...	...	...	...	...	...	...	...	...	...	4.62

STATEMENT

Number and value of locomotives and vehicles on the standard and metre gauge

Serial No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		VALUE OF LOCOMOTIVES.		COACHING VEHICLES.		GOODS VEHICLES.	
		On the 31st December 1891.	On the 31st December 1892. (From statement No. 24, pages 116-17.)	Number on the 31st December 1891.	Number on the 31st December 1892.	At the end of 1891.	At the end of 1892.	Number on the 31st December 1891.	Number on the 31st December 1892.	Number on the 31st December 1891.	Number on the 31st December 1892.
	STANDARD GAUGE.					Rs.	Rs.				
	State lines worked by companies.										
I	EAST INDIAN	(a) 1,767.11	(a) 1,793.90	576	562	1,83,83,846	1,78,59,746	1,218	1,218	8,954	8,936
II	BENGAL-NAGPUR	831.58	831.85	72	97	37,13,568	46,94,989	168	233	1,945	2,731
III	INDIAN MIDLAND	(e) 734.46	(e) 734.46	92	105	25,62,009	31,34,101	360	365	2,152	2,140
	TOTAL	3,333.15	3,359.94	740	764	2,46,53,423	2,56,88,826	1,746	1,816	13,051	13,807
	State lines worked by the State.										
IX	NORTH WESTERN (STATE)	(g) 2,479.97	(g) 2,610.15	590	590	1,83,84,957	1,89,81,565	1,507	1,508	9,911	10,051
XI	ODDH AND ROHILKHAND (STATE)	692.55	692.55	156	156	37,28,951	37,59,789	459	459	4,371	4,371
XII	EASTERN BENGAL (STATE) (j)	373.49	373.50	97	97	(k)	(k)	417	439	1,861	1,862
XIV	CALCUTTA PORT COMMISSIONERS'	6.22	6.22	6	6	97,781	97,781	...	...	150	150
	TOTAL	3,552.23	3,682.42	849	819	2,22,11,689	2,28,39,135	2,383	2,406	16,293	16,434
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA	(l) 1,491.75	(l) 1,490.08	605	605	(k)	(k)	1,043	1,043	7,953	7,953
XIX	BOMBAY, BARODA AND CENTRAL INDIA (n)	474.25	474.25	127	127	47,00,396	47,55,106	428	427	3,554	3,564
XX	MADRAS	839.30	839.23	152	153	52,31,602	52,31,602	629	629	2,870	2,874
	TOTAL	2,805.30	2,803.56	884	885	99,31,998	99,86,708	2,100	2,099	14,377	14,391
	Line owned by native state and worked by company.										
XXVI	THE NIZAM'S GUARANTEED STATE (o)	350.67	350.67	46	50	14,76,875	19,34,914	109	109	733	733
	TOTAL	350.67	350.67	46	50	14,76,875	19,34,914	109	109	733	733
	TOTAL STANDARD GAUGE	10,041.35	10,196.59	2,519	2,548	5,82,79,385	6,04,49,593	6,338	6,430	44,454	45,365

No. 5.

railways, and the rolling-stock fitted with continuous and continuous automatic brakes.

CRANES.		BRAKE-VANS.		TOTAL NUMBER OF VEHICLES.		VALUE OF VEHICLES.		TOTAL VALUE OF ROLLING-STOCK.		ROLLING-STOCK FITTED WITH CONTINUOUS AND CONTINUOUS AUTOMATIC BRAKES.		Serial No.	REMARKS.
Number on the 31st December 1891.	Number on the 31st December 1892.	Number on the 31st December 1891.	Number on the 31st December 1892.	Number on the 31st December 1891.	Number on the 31st December 1892.	At the end of 1891.	At the end of 1892.	At the end of 1891.	At the end of 1892.	Number of			
										Loco-motives.	Vehicles.		
						Rs.	Rs.	Rs.	Rs.				
21	20	341	341	10,534	10,515	2,21,96,953	(b) 2,21,69,010	4,05,80,799	4,00,28,756	...	(c) 35	I	(a) Includes the Delhi-Umballa-Kalka and the Tarkessur railways.
6	8	65	84	2,184	3,056	70,92,024	97,40,246	1,08,05,592	1,44,35,235	...	...	II	(b) Decrease due to credits.
8	8	85	86	2,605	2,599	71,59,967	82,27,030	97,21,976	1,13,61,131	(f) 102	...	III	(c) Fitted with vacuum automatic brakes.
													(d) Gross expenditure, i.e., omitting credits on capital account.
													(e) Includes the Bhopal-Itarsi railway.
													(f) Fitted with simple vacuum brakes.
35	36	491	511	15,323	16,170	3,64,48,944	4,01,36,286	6,11,08,367	6,58,25,122	102	35		
41	41	513	513	11,972	12,113	3,57,39,712	3,67,27,501	5,41,24,669	(h) 5,57,16,122	(e) 199	(e) 1,290	IX	(g) Includes branch lines worked, but excludes lines temporarily closed or constructed, but not opened for traffic.
13	13	120	120	4,962	4,963	1,07,04,226	1,07,79,339	1,44,33,177	1,45,39,128	(i) 35	118	XI	(h) Of this Rs. 7,056 are included in the Traffic return of the Hyderabad-Umarkot railway.
4	4	63	63	2,345	2,368	(k)	(k)	87,53,810	89,13,513	(e) 10	(e) 108	XII	(i) 13 fitted with vacuum automatic and 22 with Westinghouse brakes.
...	...	...	...	150	150	2,80,376	2,80,376	3,78,157	3,78,157	...	...	XIV	(j) Includes the Bengal Central railway.
													(k) Value of engines and vehicles not recorded separately.
58	58	696	696	19,430	13,591	4,67,24,314	1,77,87,216	7,76,89,813	7,95,46,920	244	1,516		
46	46	590	590	9,632	9,632	(l)	(l)	4,32,89,512	4,33,42,787	(m) 282	(e) 159	XVIII	(l) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.
3	3	84	84	4,069	4,078	98,40,389	99,05,242	1,45,40,785	1,46,60,348	(f) 45	(f) 451	XIX	(m) 66 fitted with vacuum automatic, 189 with simple vacuum, and 27 with Westinghouse brakes.
6	6	164	163	3,669	3,672	96,31,777	96,63,525	1,48,63,379	1,48,95,127	...	...	XX	(n) Includes the Gackwar's Petlad railway.
55	55	838	837	17,370	17,382	1,94,72,166	1,95,68,767	7,26,93,706	7,28,98,262	327	610		
2	2	41	41	885	885	19,35,769	19,54,110	34,12,644	38,89,024	...	...	XXVI	(o) Includes the Bezvada extension railway.
2	2	41	41	885	885	19,35,769	19,54,110	34,12,644	38,89,024	...	...		
150	151	2,066	2,085	53,008	54,031	10,45,81,193	10,94,40,379	*21,49,04,530	22,21,59,328	673	2,161		

STATEMENT

Number and value of locomotives and vehicles on the standard and metre gauge

Serial No.	RAILWAY.	OPEN MILEAGE.		LOCOMOTIVES.		VALUE OF LOCOMOTIVES.		COACHING VEHICLES.		GOODS VEHICLES.	
		On the 31st December 1891.	On the 31st December 1892. (From statement No. 24, pages 116-17).	Number on the 31st December 1891.	Number on the 31st December 1892.	At the end of 1891.	At the end of 1892.	Number on the 31st December 1891.	Number on the 31st December 1892.	Number on the 31st December 1891.	Number on the 31st December 1892.
	METRE GAUGE.					Rs.	Rs.				
	State lines worked by companies.										
XXXIII	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION.	738'00	756'30	100	100	19,09,421	19,09,421	323	344	2,039	2,039
	COMPANY'S SECTION										
XXXV	RAJPUTANA-MALWA (a)	1,766'65	1,766'65	424	424	74,58,509	74,49,005	1,304	1,301	7,242	7,244
XXXVI	SOUTHERN MAHRATTA	1,384'02	1,403'95	222	221	45,21,741	45,19,188	691	714	4,685	4,685
XXXIX	SOUTH INDIAN (f)	908'61	1,113'04	184	184	37,90,131	37,90,131	606	669	3,099	3,194
	TOTAL	4,797'28	5,038'34	930	929	1,76,79,802	1,76,67,745	2,924	3,028	17,065	17,162
	State lines worked by the State.										
	NORTH WESTERN (STATE) (g)	...	...	23	23	5,52,192	5,52,192	19	19	66	61
XLIII	EASTERN BENGAL (STATE)—										
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLLA, 2' 6" GAUGE, BRANCH)	442'17	477'94	70	75	12,03,658	13,82,665	281	281	1,706	1,921
	DACCA SECTION :	85'92	85'92	14	14	2,64,353	2,64,353	67	67	246	246
XLIV	BURMA (STATE)	615'00	717'50	114	120	19,85,635	20,17,232	552	583	2,923	3,217
	TOTAL	1,143'09	1,281'36	221	232	40,05,838	42,16,442	910	950	4,941	5,445
	Assisted Companies.										
XLVI	DEOGHUR	4'79	4'79	2	3	25,000	34,000	10	10	8	8
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (i)	252'30	252'30	27	27	5,63,631	5,63,250	132	148	632	659
XLIX	DIBRU-SADIYA	78'00	77'50	13	15	(k)	(k)	16	22	548	573
	TOTAL	335'09	334'59	42	45	5,88,631	5,97,250	158	180	1,188	1,240
	Lines owned and worked by native states.										
LIII	JODHPORE-BICKANEER—										
	JODHPORE SECTION	291'00	291'00	13	13	69,936	2,68,369	60	64	145	265
	BICKANEER SECTION										
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-FORBANDAE	329'22	329'22	33	33	6,23,686	6,23,686	178	180	861	894
	TOTAL	620'22	620'22	46	46	6,93,622	8,92,055	238	250	1,009	1,159
	Foreign line.										
LV	WEST OF INDIA PORTUGUESE	51'00	51'00	12	12	3,98,084	3,98,084	24	24	115	115
	TOTAL	51'00	51'00	12	12	3,98,084	3,98,084	24	24	115	115
	TOTAL METRE GAUGE	6,946'68	7,327'11	1,251	1,264	2,33,65,977	2,37,71,576	4,263	4,432	24,318	25,121

No. 5—concl'd.

railways, and the rolling-stock fitted with continuous and continuous automatic brakes—concl'd.

CRANES.		BRAKE-VANS.		TOTAL NUMBER OF VEHICLES.		VALUE OF VEHICLES.		TOTAL VALUE OF ROLLING-STOCK.		ROLLING-STOCK FITTED WITH CONTINUOUS AND CONTINUOUS AUTOMATIC BRAKES.		Serial No.	REMARKS.
Number on the 31st December 1891.	Number on the 31st December 1892.	Number on the 31st December 1891.	Number on the 31st December 1892.	Number on the 31st December 1891.	Number on the 31st December 1892.	At the end of 1891.	At the end of 1892.	At the end of 1891.	At the end of 1892.	Number of			
										Locomotives.	Vehicles.		
						Rs.	Rs.	Rs.	Rs.				
12	13	67	67	2,441	2,463	36,10,137	36,85,043	55,19,558	55,94,464	...	...	XXXIII	
26	26	279	282	8,851	8,853	1,30,73,042	1,31,32,686	2,05,31,551	2,05,81,691	...	...	XXXV	(a) Includes the Gaeckwar's Mehsana railway.
20	20	188	188	5,584	5,607	79,49,084	79,79,614	1,24,70,825	1,24,98,832	(e)	3	XXXVI	(b) The decrease of Rs. 9,804 is due to sale of an engine to Assam-Bengal railway.
3	3	123	141	3,831	4,007	67,04,717	69,17,295	1,04,94,848	1,07,07,426	...	...	XXXIX	(c) Includes the Southern Mahratta railway (Mysore section) and the Kolhapur state railway.
61	62	657	678	20,707	20,930	3,13,36,980	3,17,14,668	4,90,16,782	4,93,82,413	3	19		(d) Decrease due to the sale of an "A" class engine.
													(e) Fitted with the Westinghouse brake.
													(f) Includes the Pondicherry railway.
...	...	1	1	86	61	2,89,182	2,89,182	8,41,374	8,41,374	...	...		(g) For metre gauge stock formerly used on the Salt branch of the late Punjab Northern State railway and on the Ferozepore tramway.
7	7	52	52	2,046	2,261	33,59,245	36,85,669	45,62,903	50,68,334	...	...	XLIII	
3	3	10	10	326	326	4,89,361	4,89,706	7,53,714	7,54,059	...	...		
18	18	114	117	3,607	3,935	57,86,817	57,59,300	77,11,483	77,65,568	...	...	XLIV	(h) Excludes Rs. 10,964 on account of receipts on capital account which cannot be distributed between the sub-heads.
28	28	177	180	6,065	6,603	98,74,605	1,02,23,857	1,38,69,479	1,44,29,335	...	...		
...	...	2	2	20	20	49,237	49,237	74,237	83,237	...	...	XLVI	(i) Includes the Rohilkund and Kumaon railway (Lucknow-Bareilly section).
6	6	27	27	797	840	12,19,797	13,10,247	17,83,428	18,73,497	...	...	XLVII	(j) Decrease due to credits.
...	1	12	12	576	608	(k)	(k)	10,99,944	11,81,891	...	...	XLIX	(k) Value of engines and vehicles not shown separately.
6	7	41	41	1,393	1,468	12,69,034	13,59,484	29,57,609	31,38,625	...	...		
...	...	7	8	212	337	2,51,663	6,93,656	3,21,599	9,62,025	...	...	LIII	
2	2	36	39	1,080	1,121	15,85,812	16,61,347	22,09,498	22,85,033	...	...	LIV	
2	2	43	47	1,292	1,458	18,37,475	23,55,003	25,31,097	32,47,058	...	...		
1	1	9	9	149	149	2,76,277	2,76,244	6,74,361	6,74,328	...	...	LV	
1	1	9	9	149	149	2,76,277	2,76,244	6,74,361	6,74,328	...	...		
98	100	927	955	29,606	30,608	4,45,94,371	4,59,29,256	6,90,49,328	7,08,71,759	3	19		

STATEMENT No. 5-A.

Number of carriages fitted with retiring accommodation for females on the 31st December 1892 in accordance with section 64 of Act IX of 1890.

Serial No.	RAILWAY.	Inter- mediate class.	Third class.	Total.	REMARKS.
	STANDARD GAUGE.				
	State lines worked by companies.				
I	EAST INDIAN	...	50	50	Ambulance.
II	BENGAL-NÁGPUR	...	11	11	
III	INDIAN MIDLAND	...	20	20	
	State lines worked by the State.				
IX	NORTH WESTERN (STATE)	78	72	150	(a) Two latrines in each carriage.
XI	ODDH AND ROHILKHAND (STATE)	...	(a) 36	36	
XII	EASTERN BENGAL (STATE)	7	9	16	
	Lines worked by guaranteed companies.				
XVIII	GREAT INDIAN PENINSULA	...	113	113	(b) A carriage to replace one recently sold will be fitted with retiring accommodation and three other ambulance 3rd class carriages which have been ordered to be so fitted will, when done, make a total of 15 third class carriages.
XIX	BOMBAY, BARODA AND CENTRAL INDIA	6	(b) 11	17	
XX	MADRAS	...	39	39	
	Line owned by native state and worked by company.				
XXVI	THE NIZAM'S GUARANTEED STATE	...	14	14	
	METRE GAUGE.				
	State lines worked by companies.				
XXXIII	BENGAL AND NORTH-WESTERN—				(c) Composite (intermediate and third class) carriages with latrine accommodation in both the compartments. (d) Of these, 37 are double carriages, 13 are three-compartment carriages, with the centre compartment only fitted with latrines, and 25 are composite, intermediate, and 3rd class, the intermediate class compartment only being fitted with latrine. (e) Composite, second, and third class bogie carriages constructed with latrine accommodation.
	TIRHOOT SECTION	}	22	22	
	COMPANY'S SECTION				
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION)	(c) 5	...	5	
XXXV	RAJPUTANA-MALWA	(d) 75	55	130	
XXXVI	SOUTHERN MAHRATTA	}	50	50	
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION)				
XXXIX	SOUTH INDIAN	...	34	34	
	State lines worked by the State.				
XLIII	EASTERN BENGAL—				
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KACNIA-DHARLLA, 2' 6" GAUGE, BRANCH)	20	20	40	
	DACCA SECTION	3	4	7	
XLIV	BURMA	(e) 3	30	33	
	Assisted companies.				
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	(c) 3	...	3	
XLIX	DIBRU-SADIYA	...	3	3	
	Lines owned and worked by native states.				
LIII	JODHPOR-BICKANEER—				
	JODHPOR SECTION	}	10	10	
	BICKANEER SECTION				
LIV	BRÁVNAGAR-GÚNDAL-JUNÁGARH-PORBANDAR	...	12	12	
	SPECIAL GAUGES.				
	Assisted company.				
LVIII	DARJEELING-HIMALAYAN (2' 6")	...	2	2	Trolly compartments.
	Line owned and worked by native state.				
LXI	MORVI (2' 6")	...	6	6	Lower class.

CHAPTER VI.

Capital.

The total capital expenditure on Indian railways up to 31st December 1892, including lines under construction and survey, &c., amounted to Rs. 2,34,47,36,187, allocated as follows:

	Rs.	£
State railways— <i>vide</i> details on pages 66 to 69 .	1,38,52,26,754	...
State lines leased to companies, pages 74 and 75 .	29,09,84,542	23,072,115*
Guaranteed railways . . . pages 74 and 75 .	49,25,17,826	45,147,467
Subsidized company . . . pages 74 and 75 .	20,58,575	168,579
Assisted companies† . . .	5,67,87,682	...
Native states . . . pages 71 to 73 .	9,13,85,537	...
Foreign lines . . . page 119 . . .	1,68,69,414	...
	<u>2,33,58,30,360</u>	
Surveys page 70 .	46,36,757	
Collieries page 70 . . .	25,53,361	
Interest on capital, Bengal and North - Western railway (Company's section), during construction charged to capital account, foot-note (i), page 118 . . .	10,90,014	
Ditto ditto Delhi-Umballa-Kalka railway, foot-note (i), page 118 . . .	5,76,918	
Ditto ditto Rohilkund and Kumaon railway (Lucknow-Bareilly section), foot-note (j), page 118	48,777‡	3,776§.
	<u>2,34,47,36,187</u>	

The sterling equivalent of the expenditure on guaranteed lines, on state lines leased to companies, and on the Rohilkund and Kumaon railway is also given, the rupee outlay being converted into sterling at the rates of exchange applicable in each case. On state lines the indirect charges, *i.e.*, leave and pension allowances and capitalized value of abatement of land revenue, are not included.

2. Up to the 31st December 1892 the total amount of capital raised by the various guaranteed railway companies was £45,353,796, and for state lines leased to companies £24,289,178, or in all £69,642,974 as under:

STATEMENT No. 6.

Guaranteed railways.

Particulars.	XVIII.	XIX.	XX.	TOTAL.
	Great Indian Peninsula railway.	Bombay, Baroda and Central India railway.	Madras railway.	
	£	£	£	£
Share capital @ 5 per cent.	20,000,000	7,550,300	8,757,670	36,307,970
Share capital @ $4\frac{3}{4}$ per cent.	...	...	999,960	999,960
Share capital @ $4\frac{1}{2}$ per cent.	...	...	500,000	500,000
Debentures @ $3\frac{1}{2}$ per cent.	804,800	...	140,000	944,800
Debentures @ $3\frac{1}{4}$ per cent.	1,866,100	1,238,500	462,200	3,566,800
Debentures @ 3 per cent.	40,400	...	197,800	238,200
Debenture stock @ $\frac{1}{2}$ per cent.	2,701,450	...	...	2,701,450
Capital not bearing interest	64,183	18,419	12,014	94,616
TOTAL . . .	25,476,933	8,807,219	11,069,644	45,353,796

* *Vide* foot-note §.

† As per details on pages 118-119, excluding the Rohilkund and Kumaon railway (Company's section) shown above under Subsidized company . . .

Add—Bengal-Dooars (under construction)

Add—Nilgiri railway (under construction)

Add—Bengal and North-Western railway (Company's section)

Rs.

2,73,31,498

12,67,626

8,89,751

2,72,98,807

TOTAL . .

5,67,87,682

‡ Includes Rs. 7,748 on account of interest on capital expended on lines in course of construction.

§ Approximate. Portion of £23,075,891 on page 75.

The capital not bearing interest is made up thus :

	£
Premium on Share capital and Debentures	320,507
Discount on Debenture stock—	
	£
Stock represented as shown above	2,701,450
Cash received	2,475,559
Discount	225,891
Balance excess premium	94,616

STATEMENT NO. 7.

State lines leased to companies.

Particulars.	II.	III.	XIII.	XXXIV.	XXXVI.	XXXVIII.	XL.	TOTAL.
	Bengal-Nágpur railway.	Indian Midland railway.	Bengal Central railway.	Rohil-kund and Kumaon railway (Lucknow-Bareilly section).	Southern Mahratta railway (including Bareilly Kistna-railway).	Southern Mahratta railway (Mysore section).	Assam-Bengal.	
	£	£	£	£	£	£	£	£
Share capital @ 4 per cent. .	3,000,000	3,000,000	...	...	...	...	...	6,000,000
Share capital @ 3½ per cent.	...	...	500,000	...	*3,500,000	...	1,182,324	5,182,324
Advances from money raised under Act 51 Vict., cap. 5	2,600,000	1,345,000	500,000	...	2,054,900	...	...	6,499,900
Debentures @ 3½ per cent. .	1,000,000	1,000,000	...	...	255,000	...	...	2,255,000
Debentures @ 3¼ per cent. .	500,000	1,754,100	...	†147,000	688,100	...	...	3,089,200
Debenture stock @ 4 per cent.	...	...	...	...	...	1,200,000	...	1,200,000
Capital not bearing interest	5,781	2,016	...	...	30,957	24,000	...	62,754
TOTAL .	7,105,781	7,101,116	1,000,000	†147,000	6,528,957	1,224,000	1,182,324	24,289,178

* 4 per cent. up to the 31st December 1890 ; thereafter 3½ per cent.
† £160,837 shown in statement No. 10 as the equivalent of Rs. 20,34,105.

3. The following tables contain further information in detail regarding the capital transactions of the different railways :

STATEMENT No. 8.

Debenture loans on the 31st December 1892.

Serial No.	RAILWAY.	Amounts.		Rate of interest.	Date at which loan expires.	REMARKS.
	Guaranteed.	£	£			
XVIII	GREAT INDIAN PENINSULA.	804,800		3½	30th June 1895	
		264,000		3¼	30th June 1895	
		40,100		3	31st December 1895	
		300,000		3¼	30th June 1896	
		300,000		3¼	31st December 1896	
		1,002,100		3¼	30th June 1897	
			2,711,300			
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	100,000		3¼	5th May 1896	
		250,000		3¼	15th June 1896	
		100,000		3¼	1st April 1897	
		232,000		3¼	1st February 1898	
		20,500		3¼	1st August 1898	
		536,000		3¼	1st December 1898	
			1,238,500			
XX	MADRAS	140,000		3½	30th June 1893	
		197,800		3	30th June 1895	
		60,000		3¼	31st December 1895	
		200,000		3¼	31st December 1896	
		102,200		3¼	31st December 1897	
		100,000		3¼	31st December 1898	
			800,000			
	Guaranteed	...	4,749,800			
	State lines leased to companies.					
II	BENGAL-NÁGPUR	1,000,000		3½	18th February 1895	
		500,000		3¼	18th February 1895	
			1,500,000			
III	INDIAN MIDLAND	1,000,000		3½	1st January 1894	
		1,000,000		3¼	1st July 1895	
		171,200		3¼	1st January 1896	
		582,900		3¼	1st July 1896	
			2,754,100			
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION) The sum of Rs. 20,34,195 raised by the issue of these sterling debentures was paid into the Government Treasury, Calcutta.	...	147,000	3¼	1st July 1898	
XXXVI	SOUTHERN MAHRATTA	255,000		3½	1st October 1894	
		88,100		3¼	1st October 1898	
		600,000		3¼	1st April 1899	
			943,100			
	STATE	...	5,341,200			
	Purchased by the State.					
XI	ODDH AND ROHILKHAND	303,000		3½	16th August 1893	
		426,000		3½	1st October 1893	
			729,000			
XXXIX	SOUTH INDIAN	520,200		3½	1st July 1893	
		313,700		3¼	1st July 1896	
			833,900			
	Purchased	...	1,562,900			
	TOTAL	...	11,656,900			

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED							
	STANDARD GAUGE.						METRE	
	Open lines.					Under construction.	Open	
	I. East Indian.	IV. Bhopal-Itarsi (British section).*	VI. Wardha Coal.	VII. Dhond-Manmad.	VIII. Rezyada extension.	V Godhra-Ratlam.	XXXIII. Bengal and North-Western (Tirhoot section.)	XXXV. Rajputana-Malwa.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Outlay incurred by companies prior to transfer of lines to Government	33,95,14,682	...	...	...	...	...	...	...
Preliminary expenses	1,85,415	...	91,642	1,28,698	15,319	1,71,835	1,83,608	22,71,636
Land	10,41,962	...	4,745	98,376	47,109	12,148	8,74,851	12,80,508
Formation	9,28,145	...	3,02,318	9,14,803	1,75,513	21,44,855	10,72,247	72,34,585
Bridgework	44,53,852	...	10,51,024	21,77,107	97,717	12,21,755	40,56,713	2,15,78,605
Fencing	3,00,676	...	2,22,989	2,86,834	19,878	17,653	9,01,019	25,40,622
Electric telegraph	...	...	...	...	...	...	...	...
Ballast and permanent-way	93,84,633	...	17,51,227	50,20,108	6,14,631	7,80,907	79,53,540	3,70,41,001
Stations and buildings	58,60,441	...	3,61,990	8,23,970	3,02,566	1,52,092	30,84,210	1,76,18,235
Colliery works	7,71,033	...	...	...	...	...	...	...
Loss on working	...	...	...	...	...	...	...	...
Plant	10,10,400	...	2,19,460	1,87,833	9,536	...	5,79,323	28,86,518
Ferries	4,18,639	...	...	...	...	...	5,45,099	...
Rolling stock	46,59,042	...	3,79,332	17,208	20,384	...	23,29,233	2,05,81,790
General charges	12,45,148	...	4,52,588	7,74,986	1,17,275	3,17,716	13,65,568	83,44,617
Suspense accounts	53,61,566	...	...	1,744	...	16,78,649	6,86,993	42,47,573
Loss by exchange	...	...	1,90,918	6,56,990	...	...	7,84,690	50,75,830
Deduct--								
Receipts on capital account	...	...	40,544	15,719	2,254	2,812	91,290	2,76,053
Deduct--								
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c.	1,00,04,859	...	...	...	...	...	...	...
TOTAL	36,51,42,775	17,46,208	49,87,689	1,10,73,028	14,17,674	64,94,798	2,43,25,804	13,04,34,476
England	...	...	9,47,839	43,57,443	3,09,848	...	47,93,857	2,83,48,949
India	36,51,42,775	17,46,208	40,39,850	67,15,585	11,07,826	64,94,798	1,95,31,947	10,20,85,527

* Excludes Rs. 60,570 incurred on surveys of the Bhopal-Itarsi railway shown under completed surveys, as it was decided by Government to
† Expenditure incurred by Government to the 31st December 1897, including liabilities on that date and law charges debitable to Government
NOTE.—The outlay against the East Indian, North Western, Oudh and Rohilkhand, Eastern Bengal, and South Indian railways represents the rupee expenditure incurred by

No. 9.

appropriated to the various undertakings to the 31st December 1892.

BY COMPANIES.								STATE LINES WORKED BY THE STATE.			
GAUGE.								STANDARD GAUGE.			
Lines.				Under construction.				Open lines.			
XXXIX. South Indian (including Villupuram- Guntakal and Nellore branch.)	Bellary- Kistna.†	Bareilly- Pilibhit.	Lucknow- Sitapur- Seramau.	Dharmava- ram- Hindupur.	XL. Assam- Bengal.	XLI. Máya- varam- Mutupet.	XLII. Pálan- pur- Deesa (Gov- ernment share).	IX. North Western.	X Hyderabad- Umarkot.	XI. Oudh and Rohil- khand.	XII. Eastern Bengal.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5,01,06,853	...	...	...	...	...	...	...	12,37,10,012	...	9,16,17,643	3,56,60,089
5,08,498	2,24,761	50,619	77,660	30,316	38,594	16,151	...	30,86,892	36,350	...	1,34,227
3,73,214	83,002	43,754	1,05,605	4,473	20,025	1,84,035	...	23,85,180	18,499	—42,344	22,43,192
33,24,566	32,25,779	1,01,061	1,97,110	3,79,865	...	80,021	...	4,36,32,315	1,35,845	31,702	8,73,666
76,69,758	19,50,678	2,13,471	2,66,012	4,52,011	...	1,64,225	...	7,06,88,470	2,71,256	1,59,521	22,45,345
2,25,769	1,04,683	36,323	59,352	5,788	...	2,948	...	33,11,808	18,815	19,118	3,74,538
17,566	...	...	...	767	...	590	...	1,58,849	...	...	...
74,40,449	28,64,839	7,17,267	15,45,474	6,97,874	...	73,112	...	7,82,19,373	8,41,031	2,40,287	71,67,270
17,13,551	12,84,829	2,31,977	3,64,243	62,381	...	10,554	...	2,32,26,898	1,38,524	6,10,221	34,42,894
...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...
4,03,218	7,49,876	13,553	1,01,728	795	...	...	...	80,05,343	16,665	—1,01,664	3,33,176
...	...	...	...	...	...	...	...	6,23,754	25,334	...	5,93,032
37,52,476	8,15,118	...	6,57,002	...	...	...	...	3,58,95,933	7,056	5,46,592	33,90,217
26,37,257	15,73,545	91,731	2,14,849	1,53,418	...	1,40,609	...	1,86,79,309	1,05,060	...	13,88,617
37,09,101	32,29,347	...	...	2,04,102	...	7,15,037	...	1,12,93,215	14,421	18,33,767	20,16,752
2,42,360	4,91,090	42,070	80	...	...	...	...	94,55,880	...	...	2,24,460
...	20,012	4,144	5,659	650	...	2,859	...	25,01,094	38	14	2,33,286
38,40,875	...	...	...	...	...	...	...	48,36,651	...	24,60,594	7,27,880
7,82,83,761	1,65,77,535	15,37,682	35,83,456	19,91,140	58,619	13,84,423	44,787	42,50,35,486	16,31,818	9,24,54,235	5,91,26,309
67,15,920	15,14,429	1,69,420	...	...	...	...	...	7,55,07,741	...	15,77,142	1,10,18,603
7,15,67,841	1,50,63,106	13,68,262	35,83,456	19,91,140	58,619	13,84,423	44,787	34,95,27,745	16,31,818	9,08,77,093	4,81,07,706

omit this expenditure from the capital account of the railway.
after the transfer of the line.
the companies up to the date of transfer of the lines to the State, plus the expenditure since incurred by Government.

Expenditure in England and in India on Indian state railways

Classification of expenditure.	STATE LINES WORKED								
	STANDARD GAUGE—concl'd.					METRE GAUGE—concl'd..			
	Under construction.					Open lines.			Under construction.
	Lucknow-Rae Bareilly-Benares.	Bareilly-Rampur-Moradabad.	XV. Mushkaf-Bolán.	XVI. Mairi-Attock.	XVII. East Coast.	XLIII. Eastern Bengal.		XLIV. Burma.	XLV. Mu Valley.
						Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch.)	Dacca section.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Outlay incurred by companies prior to transfer of lines to Government	...	...	...	...	...	...	...	...	...
Preliminary expenses .. .	3,794	24,458	44,155	...	3,38,459	1,99,266	1,27,798	4,65,993	5,01,998
Land	53,907	76,031	1,747	714	8,66,456	12,60,464	5,40,261	9,19,701	1,69,810
Formation	96,170	1,73,248	11,69,370	7,91,873	28,68,644	32,97,085	6,96,993	58,89,340	20,44,629
Bridgework	2,35,345	5,35,176	8,12,433	3,71,687	69,12,107	75,54,858	5,90,702	84,70,196	14,53,000
Fencing	25,624	...	223	...	79,468	10,53,741	1,05,445	24,62,228	83,028
Electric telegraph	...	...	...	...	...	...	...	...	9,238
Ballast and permanent-way .	3,09,077	61,281	2,64,458	...	48,43,165	1,04,26,291	17,68,463	1,40,31,330	37,15,584
Stations and buildings . . .	61,629	15,546	46,499	66,130	6,54,819	41,28,813	12,36,578	55,45,932	9,57,768
Colliery works	...	...	...	...	...	...	...	...	...
Loss on working	...	...	...	...	...	...	...	...	...
Plant	10,142	4	...	...	31,038	12,07,947	2,18,981	11,87,382	43,482
Ferries	...	...	...	...	...	9,31,293	...	...	4,10,119
Rolling stock	...	...	58,663	9,000	17,61,867	50,68,706	7,54,176	77,76,532	14,27,507
General charges	71,720	1,25,205	2,78,853	1,36,652	17,20,389	30,34,565	3,63,574	37,02,695	14,34,557
Suspense accounts	5,28,083	2,39,493	7,19,774	2,62,111	59,55,700	...	...	14,47,434	11,94,790
Loss by exchange	...	...	...	...	...	11,46,540	3,06,530	12,50,610	...
Deduct—									
Receipts on capital account	52	1,596	8,378	291	22,040	2,74,101	10,138	1,70,998	20,914
Deduct—									
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c. .	...	...	...	...	...	...	...	...	...
TOTAL	13,95,439	12,48,846	33,87,797	16,37,856	2,60,10,072	3,90,40,471	66,99,763	5,29,78,375	1,31,21,596
England	4,04,738	95,646	1,02,537	79,047	7,33,504	75,85,638	13,04,127	1,27,22,719	24,16,663
India	9,90,701	11,53,200	32,85,240	15,58,809	2,52,76,568	3,14,54,833	53,94,936	4,02,55,656	1,07,07,933

* Represents amount of depreciation, &c., allowed on works and stores on transfer to the company.
† In abeyance.
‡ The expenditure on the Patni railway was not met from railway grants, it is reckoned to arrive at total

No. 9—contd.

appropriated to the various undertakings to the 31st December 1892—contd.

BY THE STATE—concl'd.		UNCLASSIFIED EXPENDITURE.										TOTAL STATE LINES.
SPECIAL GAUGES.		Frontier railway reserve material.	Peshawár railway reserve.	Southern Maharatta.*	Biláspur- Etáwah survey.	Vizagapatam- Raipur.†	Ránaghat- Bhagwan- gola.†	Nágpur- Chhattisgarh depreciation account.	Sind-Pishin petroleum operations.	Reserve stores at port.	Pátri.‡	
Open lines.												
Cherra-Com- panyganj (2' 6").	LVII. Jorhát (2' 0").											
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	...	...	...	...	...	...	...	64,06,09,279
236	388	...	...	...	75,132	2,45,035	83,816	...	91,807	...	...	94,54,556
1,670	4,809	...	...	...	...	...	1,01,972	...	...	...	...	1,27,75,876
1,52,149	81,469	...	...	...	...	...	90,698	849	...	...	...	8,21,06,913
57,089	40,760	...	...	...	...	...	...	19,315	...	...	...	14,57,73,188
...	2,999	...	...	...	...	...	...	...	...	...	...	1,22,84,569
...	...	...	...	...	...	...	...	...	...	...	...	1,87,010
1,80,120	3,13,688	...	...	...	...	...	...	1,22,177	...	...	...	19,83,88,660
49,865	80,058	...	...	...	...	...	...	2,432	7,174	...	...	7,21,42,819
...	...	...	...	...	...	...	...	...	...	...	...	7,71,033
...	...	...	...	...	...	...	...	...	...	...	...	...
1,32,598	39,384	...	...	...	...	...	546	...	8,550	...	...	1,72,95,814
4,516	...	...	...	...	...	...	...	...	...	...	...	35,51,786
92,913	1,36,785	...	...	...	...	...	...	1,44,599	...	...	...	9,02,82,230
1,08,278	41,248	22,146	...	...	...	...	25,681	...	...	...	...	4,86,67,836
...	16,319	40,14,025	3,67,759	...	...	...	...	3,27,644	41,188	34,12,093	...	5,35,21,680
...	...	...	...	...	...	...	...	...	...	...	...	1,98,68,048
1,825	3,116	...	...	...	...	...	263	13	1	...	...	37,10,151
...	...	...	...	...	...	...	...	...	...	...	...	2,18,70,859
7,77,609	7,54,791	40,36,171	3,67,759	5,27,070	75,132	2,45,035	3,02,450	6,17,003	1,48,718	34,12,093	8,08,405	1,38,52,26,754
...	...	36,14,573	...	...	...	...	...	...	79,918	...	...	16,44,00,621
7,77,609	7,54,791	4,21,598	3,67,759	5,27,070	75,132	2,45,035	3,02,450	6,17,003	68,800	34,12,093	8,08,405	1,22,08,26,133

railway outlay. It is included under the Bombay, Baroda and Central India railway in the statement on page 118.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	SURVEYS (EXCLUDING ABANDONED SURVEYS).			COLLIERIES.		
	Surveys in progress.	Surveys completed.	Total.	Warora.*	Umariā.*	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Outlay incurred by companies prior to transfer of lines to Government	...	...	...	...	...	...
Purchase of line	...	...	...	...	...	...
Preliminary expenses	17,92,460	28,19,310	46,11,770	...	...	...
Land	...	...	...	...	...	...
Formation	...	...	...	...	...	...
Bridgework	...	...	...	...	...	...
Fencing	...	...	...	...	...	...
Electric telegraph	...	...	...	...	...	...
Ballast and permanent-way	...	...	...	...	...	...
Stations and buildings	...	...	...	...	...	14,77,445
Colliery works	...	...	...	10,74,590	4,02,855	66,813
Loss on working	...	...	...	...	66,813	6,49,706
Plant	...	...	...	2,29,874	4,19,832	...
Ferries	...	...	...	...	...	36,057
Rolling stock	...	...	...	26,491	9,566	66,515
General charges	...	...	...	240	66,275	2,46,620
Suspense accounts	27,944	...	27,944	2,06,464	40,156	12,102
Loss by exchange	...	...	...	12,042	60	...
Deduct—						
Receipts on capital account	499	2,458	2,957	1,806	91	1,897
Deduct—						
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c.	...	...	...	...	...	...
Deduct—						
Contribution towards the construction of the Bhopal and Pálanpur-Deesa railways by the Government of India	...	...	...	...	...	...
TOTAL	18,19,905	28,16,852	46,36,757	15,47,835	10,05,466	25,53,301
England	...	...	...	5,77,633	1,93,118	7,70,751
India	18,19,905	28,16,852	46,36,757	9,70,262	8,12,348	17,82,610

* The expenditure on collieries is included in this statement

No. 9—contd.

appropriated to the various undertakings to the 31st December 1892—contd.

GRAND TOTAL.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.								
	STANDARD GAUGE.*						METRE GAUGE.		
	Open lines.						Under construc- tion.	Open line.	Under construction.
	State lines, Surveys and Collieries.	XXIII. Khámgaon.	XXIV. Amráoti.	XXV. Bhopal- Itársi (Native state section).	XXVI. The Nizam's Guaran- teed State.	XXVII. The Gaek- war's Petrád.	XXVIII. Mysore Gold- fields.	Yesvantpur-Dod- ballapur section.	Yesvantpur-Mysore frontier section.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
64,06,09,279	...	...	...	...	...	Details not known.	Details not known.	Details not known.	
...	...	...	...	2,30,30,382	...				
1,40,66,326	369	11,799	...	1,88,029	7,991				
1,27,75,876	1,116	2,450	15,567	...	...				
8,21,06,913	44,036	20,377	15,80,203	13,84,564	83,687				
14,57,73,188	57,809	62,106	18,65,103	11,20,301					
1,22,84,569	7,366	11,699	74,308	1,79,314					
1,87,010	...	...	404	...	...				
19,83,88,660	2,78,789	2,41,571	21,34,890	63,59,246	4,22,465				
7,21,42,819	40,141	50,187	6,45,914	12,78,269	1,50,426				
22,48,478	...	...	...	...	...				
66,813	...	...	...	...	...				
1,79,45,520	3,503	3,616	38,335	3,30,375	...				
35,51,786	...	...	...	...	...				
9,03,18,287	11,669	8,642	15,131	38,68,640	...				
4,87,34,351	31,967	29,709	3,62,124	10,85,992	37,806				
5,37,96,214	3,611	8,604	18,340	7,23,283	8,706				
1,98,80,150	...	...	...	...	...				
37,15,008	214	...	4,111	...	...				
2,18,70,859	...	...	...	...	...				
...	...	...	17,46,208	...	...				
1,39,24,16,872	4,89,132	4,50,160	50,00,000	3,95,48,395	7,11,081	27,661	6,00,782	18,40,959	
16,51,71,372	...	...	...	...	...	...	...	...	
1,22,72,45,500	4,89,132	4,50,160	50,00,000	3,95,48,395	7,11,081	27,661	6,00,782	18,40,959	

as it has been charged to railway grants.

STATEMENT

Expenditure in England and in India on Indian state railways

Classification of expenditure.	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—concl'd.				LINES OWNED BY NATIVE STATES AND WORKED BY STATE RAILWAY AGENCY.		
	METRE GAUGE—concl'd.			SPECIAL GAUGE.	STANDARD GAUGE.		SPECIAL GAUGE.
	Open lines.		Under construction.	Open line.	Open lines.		Under construction.
	LI. The Gaekwar's Mehsana.	LII. Kolhapur.	XLII. Palanpur-Deesa (Durbar share).	LIX. The Gaekwar's Dabhoi (2' 6").	XXIX. Rajpura-Bhatinda.	XXX. Jammu and Kashmir (Native state section).	IX. Cooch Behar (2' 6").
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Outlay incurred by companies prior to transfer of lines to Government	...	...	...	...	...	...	Details not known.
Purchase of line	...	...	...	...	...	...	
Preliminary expenses	13,490	13,858	31	31,146	59,422	23,934	
Land	...	27,015	...	...	48,350	...	
Formation	2,66,130	2,69,028	6	3,49,661	2,75,639	34,838	
Bridgework	4,62,471	11,22,135	106		5,39,059	1,25,753	
Fencing	52,038	41,668	...		1,89,146	1,652	
Electric telegraph	...	...	...	...	...	13,761	
Ballast and permanent-way	16,91,007	4,94,462	62,639	8,49,746	41,50,056	5,69,461	
Stations and buildings	3,61,650	2,31,190	268	2,33,103	9,83,062	1,10,199	
Colliery works	...	...	...	...	...	...	
Loss on working	...	...	...	...	...	...	
Plant	31,392	7,031	545	7,817	82,150	5,260	
Ferries	...	...	...	...	...	...	
Rolling stock	16,026	...	...	2,32,506	...	...	
General charges	77,406	1,12,089	1,192	1,26,015	2,68,610	60,444	
Suspense accounts	...	63,470	...	17,409	50,958	...	
Loss by exchange	...	...	...	...	...	...	
Deduct—							
Receipts on capital account	...	...	...	...	5,070	...	
Deduct—							
Value of assets made over to undertakings, sale proceeds of surplus stores, dismantled buildings, &c.	...	...	...	...	...	...	
Deduct—							
Contribution towards the construction of the Bhopal and Palanpur-Deesa railways by the Government of India	...	...	44,787	...	...	...	
TOTAL	29,71,610	23,81,946	20,000	18,47,403	66,41,382	9,45,302	4,09,136
England	...	...	...	...	...	...	...
India	29,71,610	23,81,946	20,000	18,47,403	66,41,382	9,45,302	4,09,136

No. 9—concl'd.

appropriated to the various undertakings to the 31st December 1892—concl'd.

LINES OWNED AND WORKED BY NATIVE STATES.							
STANDARD GAUGE.		METRE GAUGE.			SPECIAL GAUGE.		TOTAL NATIVE STATES.
Under construction.		Open lines.		Under construction.	Open line.		
XXXI. Bina-Guna.	XXXII. Bhopal-Ujjain.	LIII. Jodhpore-Bickaneer.		LIV. Bhavnagar- Gondal-Junagarh- Porbandar.	Jatalsar- Rajkot.	LXI. Morvi (2' 6").	
		Jodhpore section.	Bickaneer section.				
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
...	...	...	...	...	...	...	
...	...	...	...	...	...	...	
57,798	87,691	41,739	7,826	1,19,442	...	18,134	
...	...	1,007	...	58,377	} Details not furnished.	1,171	
44,448	...	2,08,806	76,362	16,83,328		...	
37,072	...	1,79,656	4,658	41,79,294		6,48,163	
3	...	4,797	238	72,706		...	
...	...	36,377	...	11,774		...	
834	...	40,29,630	6,78,563	49,08,014		9,52,725	
...	...	3,13,589	53,343	23,22,438		36,238	
...	...	...	...	...		...	
...	...	...	...	...		...	
...	...	47,616	5,746	3,34,612		14,552	
...	...	...	...	...	...		
...	...	8,50,428	1,11,597	22,85,033	3,17,673		
1,14,925	...	84,208	10,289	8,80,129	1,02,847		
2,531	771	2,61,699	...	4,09,287	24,296		
...	...	...	...	...	...		
...	...	...	...	12,404	11,260		
...	...	...	...	...	...		
...	...	...	...	...	...		
2,57,611	88,462	60,59,552	9,48,622	1,72,52,030	7,89,792	21,04,519	
...	...	...	...	...	...	...	
2,57,611	88,462	60,59,552	9,48,622	1,72,52,030	7,89,792	21,04,519	

STATEMENT

Guaranteed and subsidized railways

Capital authorised to be raised for each undertaking as

Serial No.	RAILWAY.	AMOUNT AUTHORISED TO BE RAISED ON THE 31ST OF DECEMBER 1892.				
		Share capital.	Debentures.	Debenture stock.	Capital not bearing interest.	Total.
		£	£	£	£	£
Guaranteed.						
XVIII	GREAT INDIAN PENINSULA	20,000,000	2,711,300	2,701,450	290,074	25,702,824
XIX	BOMBAY, BARODA AND CENTRAL INDIA	7,550,300	1,238,500	...	18,419	8,807,219
XX	MADRAS	10,257,630	800,000	...	12,014	11,069,644
	TOTAL	37,807,930	4,749,800	2,701,450	320,507	45,579,687
Subsidized.						
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	200,000	...	...	...	200,000
State lines leased to companies.						
II	BENGAL-NAGPUR	3,000,000	1,500,000	...	...	4,500,000
III	INDIAN MIDLAND	3,000,000	3,000,000†	...	...	6,000,000
XIII	BENGAL CENTRAL	500,000	500,000‡	...	...	1,000,000
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION)	...	160,837	...	...	160,837
XXXVI	SOUTHERN MAHRATTA*	3,500,000	943,100	...	...	4,443,100
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION)	...	...	1,200,000	...	1,200,000
XL	ASSAM-BENGAL	1,500,000	...	...	...	1,500,000
	TOTAL	11,500,000	6,103,937	1,200,000	...	18,803,937
	Grand total	49,507,930	10,853,737	3,901,450	320,507	64,583,624

* Includes capital raised for completion of the Bellary-Kistna railway and expenditure thereon from the 1st January 1893.
† To be raised by the issue of shares or of debentures or otherwise.

No. 10.

and state lines leased to companies,

now sanctioned, the amount raised, and the amount withdrawn to the 31st December 1892.

AMOUNT RAISED IN ENGLAND TO THE 31ST OF DECEMBER 1892.							AMOUNT RAISED IN INDIA TO THE 31ST OF DECEMBER 1892.		Total amount raised to the 31st December 1892.	Total amount withdrawn to the 31st December 1892.
Share capital.	Debentures.		Debenture stock.		Capital not bearing interest.	Advances made to companies from money raised under Act 51 Vict., cap. 5.	Share capital.	Capital not bearing interest.		
	Amount of debentures.	Cash received.	Stock represented.	Cash received.						
£	£	£	£	£	£	£	£	£	£	£
19,503,103	2,711,300	2,711,300	2,701,450	2,475,559	215,145	...	496,897	74,929	25,476,933	25,411,582
7,528,628	1,238,500	1,238,500	...	...	18,419	...	21,672	...	8,807,219	8,756,800
10,257,630	800,000	800,000	...	...	12,014	...	...	...	11,069,644	10,979,085
37,289,361	4,749,800	4,749,800	2,701,450	2,475,559	245,578	...	518,569	74,929	45,353,796	45,147,467
200,000	...	...	...	...	...	...	...	...	200,000	200,000
3,000,000	1,500,000	1,500,000	...	...	5,781	2,600,000	...	...	7,105,781	7,354,980
3,000,000	2,754,100	2,754,100	...	...	2,016	1,345,000	...	...	7,101,116	6,939,074
500,000	...	...	...	...	...	500,000	...	...	1,000,000	820,944
...	160,837	160,837	...	...	...	...	...	...	160,837	235,774
3,491,540	943,100	943,100	...	...	30,923	2,054,900	8,460	34	6,528,957	6,410,841
...	...	...	1,200,000	1,200,000	21,000	...	...	...	1,224,000	1,104,147
1,182,324	...	...	...	...	...	...	...	...	1,182,324	210,131
11,173,864	5,358,037	5,358,037	1,200,000	1,200,000	62,720	6,499,900	8,460	34	24,303,015	23,075,891
48,663,225	10,107,837	10,107,837	3,901,450	3,675,559	308,298	6,499,900	527,029	74,963	69,856,811	68,423,358

† Replaced by advances raised under Act 51 Vict., cap. 5.
§ The company has withdrawn £200,000 from the Secretary of State, but the actual expenditure to the 31st December 1892 was £168,579 only.

STATEMENT

Guaranteed and subsidized railways

Amount received from, and withdrawn by, each company

Serial No.	RAILWAY.	Sums standing to the credit of the companies on the 31st December 1891.	Sums advanced to the companies on the 31st December 1891.	FROM THE 1ST OF		
				Amount		
				In		
				Share capital.	Debentures.	Debenture stock.
	Guaranteed.	£	£	£	£	£
XVIII	GREAT INDIAN PENINSULA	37,620	...	...	...	...
XIX	BOMBAY, BARODA AND CENTRAL INDIA	45,096	...	...	...	...
XX	MADRAS	65,701	...	...	100,000	...
	TOTAL	148,417	...	...	100,000	...
	Subsidized.					
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	...	...	...	...	...
	State lines leased to companies.					
II	BENGAL-NÁGPUR	...	79,156	...	...	...
III	INDIAN MIDLAND	156,062	...	...	...	...
XIII	BENGAL CENTRAL	187,754	...	...	...	...
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).	...	57,604	...	...	...
XXXVI	SOUTHERN MAHRATTA*	104,616	...	...	...	...
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION)	97,614	...	...	...	...
XL	ASSAM-BENGAL	...	...	...	...	...
	TOTAL	546,016	136,760	...	...	...
	Grand Total	694,463	136,760	...	100,000	...

* Includes the Bellary-Kistna railway.

No. 11.

and state lines leased to companies.

during the year ended the 31st December 1892.

JANUARY TO THE 31ST OF DECEMBER 1892.							Total received during the year ended the 31st December 1892.	Total withdrawn during the year ended the 31st December 1892.
received.				Amount withdrawn.				
England.		In India.		In England.		In India.		
Capital not bearing interest.	Advances made to companies from money raised under Act 51 Vict., cap. 5.	Share capital.	Capital not bearing interest.	On account of stores, establishment charges, &c.	For discharge of debentures.	Amount.		
£	£	£	£	£	£	£	£	£
...	...	...	...	279,193	...	—306,925	...	—27,732
...	...	...	...	134,052	...	—139,374	...	—5,322
...	...	...	...	101,314	...	—26,172	100,000	75,142
...	...	...	...	514,559	...	— 472,471	100,000	42,088
...	...	...	...	...	...	...	...	...
...	200,000	...	...	132,823	...	237,221	200,000	370,044
...	115,000	...	...	61,568	...	44,452	115,000	109,020
...	...	...	...	1,927	...	6,771	...	8,698
...	...	...	...	3,400	...	13,873	...	17,333
...	75,000	...	...	28,707	...	32,793	75,000	61,500
...	...	...	...	...	...	—22,210	...	—22,240
...	...	...	...	63,912	...	146,219	...	210,131
...	390,000	...	...	295,397	...	459,089	390,000	754,486
...	390,000	...	...	809,95	...	—13,382	490,000	796,574

STATEMENT No. 12.

Guaranteed railways.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India during each financial year from the commencement to the 31st March 1893.

Year.	England.	India.	TOTAL.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,263
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,663	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,953,357	3,339,346	7,292,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,630	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	—345,750	477,245
1873-74	1,028,032	—334,979	693,053
1874-75	1,174,893	—86,982	1,087,911
1875-76	1,151,585	—200,779	950,806
1876-77	1,222,846	—507,387	715,459
1877-78	1,792,483	—469,678	1,322,805
1878-79	1,786,235	—773,612	1,012,623
1879-80	1,256,417	—906,857	349,560
1880-81	941,781	—506,992	434,789
1881-82	1,041,022	—351,482	689,540
1882-83	1,046,433	—635,610	410,823
1883-84	1,473,138	—135,218	1,337,920
1884-85	1,391,270	—256,211	1,135,059
1885-86	1,628,033	—403,928	1,224,105
1886-87	862,685	—620,359	242,326
1887-88	991,936	—343,364	648,572
1888-89	969,816	—350,939	618,877
1889-90	905,798	—565,970	339,828
1890-91	944,342	—475,463	468,879
1891-92	597,117	—551,225	45,892
Total expenditure to end of 1891-92	59,710,920	44,679,287	104,390,207
Deduct—Withdrawals by the East Indian Railway Company	12,276,504	18,620,297	30,896,801
	47,434,416	26,058,990	73,493,406
Deduct—Withdrawals by the Eastern Bengal Railway Company	1,770,750	1,474,100	3,244,850
	45,663,666	24,584,890	70,248,556
Deduct—Withdrawals by the Sind, Punjab and Delhi Railway Company	6,226,076	4,853,607	11,079,683
	39,437,590	19,731,283	59,168,873
Deduct—Withdrawals by the Oudh and Rohilkhand Railway Company	4,358,107	4,910,204	9,268,311
	35,079,483	14,821,079	49,900,562
Deduct—Withdrawals by the South Indian Railway Company	3,831,129	932,278	4,763,407
	31,248,354	13,888,801	45,137,155
Add—Expenditure during 1892-93 (partly estimated)	535,100	—499,600	35,500
Net withdrawals to end of 1892-93	31,783,454	13,389,201	45,172,655

STATEMENT No. 13.

State lines leased to companies.

Capital withdrawals in England and in India on account of the Bengal Central, the Southern Mahratta, the Mysore, the Bengal-Nágpur, the Indian Mid-land, the Lucknow-Bareilly, and the Assam-Bengal railways during each financial year from the commencement to the 31st March 1893.

Year.	England.	India.	TOTAL.
	£	£	£
1881-82	170,000	...	170,000
1882-83	280,476	728,661	1,009,137
1883-84	340,820	538,001	878,821
1884-85	321,853	727,095	1,048,948
1885-86	261,937	1,406,216	1,668,153
1886-87	706,952	2,433,367	3,140,319
1887-88	1,688,658	3,375,644	5,064,302
1888-89	1,460,175	3,657,987	5,118,162
1889-90	605,126	1,507,289	2,112,415
1890-91	409,803	973,649	1,383,452
1891-92	469,178	446,620	915,798
Total expenditure from 1881-82 to end of 1891-92	6,714,978	15,794,529	22,509,507
1892-93 (Revised estimate)	406,400	565,800	972,200
TOTAL	7,121,378	16,360,329	23,481,707

STATEMENT No. 14.

Subsidized railway.

Withdrawals out of capital for expenditure, showing the amount withdrawn in England and in India by the Rohilkund and Kumaon Railway Company during each financial year from the commencement to the 31st March 1892.

Year.	England.	India.	TOTAL.
	£	£	£
1882-83	40,000	...	40,000
1883-84	120,000	...	120,000
1884-85	20,000	...	20,000
1885-86	...	...	...
1886-87	20,000	...	20,000
1887-88	...	...	...
1888-89	...	...	...
1889-90	...	...	...
1890-91	...	...	...
1891-92	...	...	...
TOTAL	200,000	...	200,000

The company has withdrawn £200,000 from the Secretary of State, but the actual expenditure to the close of the year 1892 was £168,579 only.

CHAPTER VII.

Main results of working and Revenue statistics.

The main results of working of all railways during 1891 and 1892 are summarised in statement No. 16 on pages 88 and 89.

2. The mean length of railways worked was 17,677 miles as compared with 17,038 miles worked during the previous year. The total capital outlay, including steam-boat service and suspense accounts, on the mileage open to 31st December 1892, amounted to Rs. 2,27,12,91,541 against Rs. 2,21,06,41,916 during the previous year.

3. The gross earnings from all sources showed a decrease as compared with 1891, the earnings under coaching having fallen from Rs. 7,75,37,620 in 1891 to Rs. 7,74,43,959 in 1892, and under goods from Rs. 15,60,81,166 to Rs. 14,77,52,680, while the earnings from steam-boat service and miscellaneous sources increased from Rs. 67,84,004 to Rs. 70,96,172.

The traffic earnings alone (coaching and goods) showed a decrease of 3·61 per cent. The gross earnings per mean mile worked were Rs. 13,141 against Rs. 14,110 in 1891.

4. The total number of passengers booked showed an increase of 3·75 per cent. as compared with the number booked in 1891. The passenger-mileage increased by 0·83 per cent., but the earnings from coaching traffic decreased by 0·12 per cent. The number of passengers booked per mean mile worked was 7,210 as compared with 7,211 in 1891. Of the total number* carried, the two lowest classes of passengers constituted 97·37 per cent., the 2nd class 2·24, and the first class 0·39 per cent. of the whole.

The decrease in the earnings from coaching traffic was due partly to a falling off in the receipts under the head "Other coaching traffic," and partly to a decrease in the average distance travelled from 42·54 miles in 1891 to 41·34 miles in 1892. The earnings from the passenger traffic alone were 0·67 per cent. higher than in 1891.

5. The total tonnage of goods lifted showed an increase of 0·67 per cent. as compared with 1891. The total ton-mileage decreased 4·63 per cent. and the earnings decreased 5·34 per cent. The number of tons of goods lifted per mean mile worked was 1,490 as compared with 1,535 tons in 1891.

The decrease in earnings from goods traffic was chiefly due to a decrease in the average distance hauled from 169·60 miles in 1891 to 160·76 miles in 1892. The goods traffic during the previous year was remarkable for the large exports of wheat and seeds; and, although the returns of 1892 show a considerable decrease under this head, the falling-off in the earnings from the exceptional amount realized in 1891 has not been so great as was anticipated.

6. Under working expenses, the cost per mean mile compares favourably with the previous year, but the ratio of expenses to earnings is about the same.

The total working expenses, amounted to Rs. 10,90,00,057 against Rs. 11,30,28,471 in 1891, the percentage on gross earnings being 46·92 as compared with 47·02 in 1891.

7. The net earnings derived from all railways amounted to Rs. 12,32,92,754 as compared with Rs. 12,73,61,319 in 1891, giving a percentage on the total capital outlay on open lines of 5·13 as compared with 5·76.

* Excluding special gauge lines.

8. The following table shows the gross earnings, working expenses, and net earnings during 1892, and what these amount to per train-mile, excluding steam-boat, for all railways under the following grouping :

	East Indian railway.	State railways (commercial).	State railways (military).	State lines leased to companies.	Guaranteed railways.	Assisted companies.	Native states.	Foreign lines (b).	REMARKS.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge lines—									
Gross earnings	4,90,70,623	3,96,33,042	30,08,856	1,13,30,534	6,45,34,774	13,75,443	39,49,620	...	
Gross earnings per train-mile	5.11	3.64	2.47	3.66	4.62	2.70	4.09	...	
Working expenses	1,40,40,201	1,96,31,859	39,54,403	62,33,205	3,18,93,374	6,58,086	20,75,197	...	
Working expenses per train-mile	1.46	1.81	3.24	2.03	2.15	1.29	2.15	...	
Net earnings	3,50,30,422	2,00,01,183	—9,45,547	50,47,329	3,26,41,400	7,17,357	18,74,423	...	
Net earnings per train-mile	3.65	1.83	—0.77	1.63	2.47	1.41	1.94	...	
Metre gauge lines—									
Gross earnings	...	(a) 4,34,49,149	...	65,33,512	...	36,58,291	29,51,069	2,87,813	(a) Includes the Pondicherry railway.
Gross earnings per train-mile	...	(a) 3.07	...	2.45	...	3.08	3.06	2.66	
Working expenses	...	(a) 2,03,95,413	...	44,30,492	...	17,04,310	17,77,284	3,05,101	
Working expenses per train-mile	...	(a) 1.44	...	—1.66	...	1.44	1.84	2.82	
Net earnings	...	2,30,53,736	...	21,03,020	...	19,53,981	11,73,791	—17,283	
Net earnings per train-mile	...	(a) 1.63	...	0.79	...	1.64	1.22	—0.16	(b) Excludes the Pondicherry railway.
Special gauge lines—									
Gross earnings	...	90,996	...	...	...	6,35,778	5,47,780	...	
Gross earnings per train-mile	...	2.45	...	...	...	4.46	2.20	...	
Working expenses	...	53,880	...	...	...	3,69,131	3,10,899	...	
Working expenses per train-mile	...	1.45	...	...	...	2.59	1.26	...	
Net earnings	...	37,116	...	...	...	2,66,647	2,36,881	...	
Net earnings per train-mile	...	1.00	...	...	...	1.87	0.94	...	

In the previous year the results per train-mile were—

Standard gauge lines—								
Gross earning per train-mile	5.44	3.89	2.54	3.79	4.42	2.97	4.00	...
Working expenses per train-mile	1.45	1.95	3.11	2.20	2.13	1.41	2.16	...
Net earnings per train-mile	3.99	1.94	—0.57	1.59	2.29	1.56	1.84	...
Metre gauge lines—								
Gross earnings per train-mile	...	3.03	...	2.49	...	3.03	2.92	3.06
Working expenses per train-mile	...	1.52	...	1.65	...	1.36	1.75	2.63
Net earnings per train-mile	...	1.51	...	0.84	...	1.72	1.17	0.43
Special gauge lines—								
Gross earning per train-mile	...	1.94	...	...	...	3.86	2.15	...
Working expenses per train-mile	...	1.55	...	...	...	2.27	1.41	...
Net earnings per train-mile	...	0.39	...	...	...	1.59	0.74	...

9. The following table shows the gross earnings per mean mile worked per week and the percentage of working expenses to gross earnings on the principal railways for 1891 and 1892 :
Earnings per mile per week and ratio of working expenses to gross earnings.

Serial No.	Railways (including branches and leased lines).	PREVIOUS YEAR.		1892.		REMARKS.
		Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses on gross earnings (excluding steam-boat).	Gross earnings per mean mile worked per week (excluding steam-boat).	Percentage of working expenses on gross earnings (excluding steam-boat).	
		Rs.		Rs.		
	STANDARD GAUGE.					
	State lines worked by companies.					
I	EAST INDIAN (a)	599	26·94	580	(b) 28·61	(a) Includes the Patna-Gya railway, but excludes the Delbi-Umballa-Kalka and the Tarkessur railways.
II	BENGAL-NÁGPUR	129	50·81	141	50·55	
III	INDIAN MIDLAND	121	66·89	130	61·63	(b) Including steam-boat, the percentage is 28·73.
	State lines worked by the State.					
IX	NORTH WESTERN (STATE) (c)	261	62·74	208	(d) 64·05	(c) Excludes the Rájpura-Bhá-tinda railway.
XI	ODUH AND BOHILKHAND (STATE) . . .	238	42·29	237	41·28	(d) Including steam-boat, the percentage is 64·25.
XII	EASTERN BENGAL (STATE) (e)	562	41·63	520	(f) 41·41	(e) Excludes the Bengal Central railway.
	Lines worked by guaranteed companies.					(f) Including steam-boat, the percentage is 44·32.
XVIII	GREAT INDIAN PENINSULA	584	48·25	525	50·28	
XIX	BOMBAY, BARODA AND CENTRAL INDIA (g)	590	41·23	594	42·92	(g) Excludes the Gaekwar's Petlad and the Gaekwar's Dabhoi railways.
XX	MADRAS	214	58·20	221	55·40	
	Line owned by native state and worked by company.					
XXVI	THE NIZAM'S GUARANTEED STATE . . .	151	54·70	151	52·35	
	METRE GAUGE.					
	State lines worked by companies.					
XXXIII	BENGAL AND NORTH-WESTERN—					
	TIRHOOT SECTION	121	37·95	120	(h) 40·07	(h) Including steam-boat, the percentage is 41·12.
	COMPANY'S SECTION					
XXXV	RAJPUTANA-MALWA (i)	251	43·47	257	41·01	(i) Excludes the Gaekwar's Mehsana railway.
XXXVI	SOUTHERN MAHRATTA	87	66·25	83	68·74	
XXXIX	SOUTH INDIAN	154	65·29	137	62·89	
	State lines worked by the State.					
XLIII	EASTERN BENGAL (STATE)—					
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-BHARLLA, 2' 6" GAUGE, BRANCH)	181	50·69	165	(k) 43·50	(k) Including steam-boat, the percentage is 47·32.
	DACCA SECTION	93	62·10	85	64·40	
XLIV	BURMA	193	59·37	197	(l) 51·58	(l) Including steam-boat, the percentage is 52·31.
	Lines owned and worked by native states.					
LIII	JODHPORE-BICKANEER—					
	JODHPORE SECTION	66	45·44	74	44·14	
	BICKANEER SECTION	36	47·00	34	67·47	
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	85	67·79	91	72·25	

10. The gross earnings of the chief railways per mean mile worked per week (excluding steam-boat earnings) in five yearly periods from the commencement up to the year 1888 and for 1892 are given in the following table:

Serial No.	Railways (including branches and leased lines).	1853.	1859.	1863.	1868.	1873.	1878.	1883.	1888.	1892.
STANDARD GAUGE.										
State lines worked by companies.										
I	EAST INDIAN	...	279	222	346	382	499	585	525	580(d)
II	BENGAL-NÁGPUR	...	...	...	...	...	...	170	164	141
III	INDIAN MIDLAND	...	...	...	...	...	...	...	99	130
State lines worked by the State.										
IX	NORTH WESTERN (STATE)	...	...	171	112	154	193	228	202	208
XI	ODDH AND ROHILKHAND (STATE)	...	...	...	120	56	163	192	197	237
XII	EASTERN BENGAL (STATE) (a)	...	...	130	259	331	524	288	283	520
Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA	119	173	175	357	282	394	467	526	525
XIX	BOMBAY, BARODA AND CENTRAL INDIA	...	...	138	287	260	298	497	532	594
XX	MADRAS	...	93	110	181	157	148	148	195	221
Line owned by native state and worked by company.										
XXVI	THE NIZAM'S GUARANTEED STATE	...	...	...	...	...	126	137	118	151
METRE GAUGE.										
State lines worked by companies.										
XXXIII	BENGAL AND NORTH-WESTERN—									
	TIRHOOT SECTION	...	...	...	...	...	108	103	123	} 120
	COMPANY'S SECTION	...	...	...	...	...	...	...	102	
XXXV	RAJPUTANA-MALWA (b)	...	...	...	...	32	129	197	215	257
XXXVI	SOUTHERN MAHBATTA	...	...	...	...	...	...	...	86	} 83
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION)	...	...	...	...	...	...	67	79	
XXXIX	SOUTH INDIAN	...	...	74	90	120	102	149	158	137
State lines worked by the State.										
XLIII	EASTERN BENGAL (STATE) —									
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLA, 2' 6" GAUGE, BRANCH)	} (c)		...	...	...	...	...	...	165
	DACCA SECTION	}		...	...	...	...	...	...	85
XLIV	BURMA (STATE)	...	...	...	...	...	115	187	178	197
Lines owned and worked by native states.										
LIII	JODHPORE-BICKANEER—									
	JODHPORE SECTION	...	...	...	...	...	...	42	56	74
	BICKANEER SECTION	...	...	...	...	...	...	...	...	34
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-POR-BANDAR	...	...	...	...	...	...	89	109	91

(a) Excludes the Bengal Central railway, but includes the Eastern Bengal (state) railway metre gauge sections up to 1888.
(b) Excludes the Gaekwar's Mehsana railway.
(c) Included with the standard gauge section up to 1888.
(d) East Indian railway only.

11. Including the steam-boat service and capital expenditure on suspense Capital expenditure and accounts, the total general results of working of general results of working the standard, metre, and special gauge lines during 1892 were as follows :

	Standard gauge.	Metre gauge.	Special gauges.	Total.
Mileage open at end of year ... Miles.	10,196.59	7,327.11	244.86	17,768.56.
Mileage of single track, including sidings ..	13,244.35	8,237.97	257.91	21,740.23
Mean mileage worked during the year	10,201.39	7,225.23	250.10	17,676.72
Total capital outlay on open lines ... Rs.	1,72,22,64,133	54,12,11,616	78,15,792	2,27,12,91,541
Average cost per mile open*... ..	1,62,893	71,119	31,252	1,23,429
Average cost per mile of single track, including sidings.* ..	1,25,256	63,256	29,670	1,01,000
Gross earnings	17,32,98,271	5,77,19,986	12,74,554	23,22,92,811
Working expenses	7,90,14,196	2,92,51,951	7,33,910	10,90,00,057
Percentage of working expenses on gross earnings.	45.59	50.68	57.58	46.92
Net earnings	9,42,84,075	2,84,68,035	5,40,644	12,32,92,754
Percentage of net earnings on total capital cost of open line.	5.47	5.26	6.92	5.43

12. Taking the figures as grouped in statement No. 29 on pages 132 to 135 for the standard and metre gauge railways only, it will be seen that the net earnings of the state lines (the East Indian railway excepted) amounted in 1892 on the standard gauge to Rs. 2,41,95,742, giving a return of 3.03 per cent. on a total capital expenditure of Rs. 79,91,33,547, and on the metre gauge to Rs. 2,66,66,033, giving a return of 5.53 per cent. on a total capital expenditure of Rs. 48,17,92,861. Including the East Indian railway, the net earnings of the state lines (standard and metre gauge) were Rs. 8,58,82,821, or 5.22 per cent. on a total capital outlay of Rs. 1,64,49,67,525.

The net earnings of the East Indian railway alone amounted to Rs. 3,50,21,046, being at the rate of 9.62 per cent. on a total capital expenditure of Rs. 36,40,41,117. The surplus profits after paying annuity and interest charges were Rs. 1,04,43,802, of which sum one-fifth, or Rs. 20,88,760, was paid over to the working company as its share under the contract.

Excluding military † and provincial lines, the net earnings of the state lines worked by state agency, the details of which are given in paragraph 16, page 86 amounted on the standard gauge to Rs. 1,93,22,206, giving a return of 4.24 per cent. on a total capital outlay of Rs. 45,52,33,877.

Including military † lines, the net earnings of all lines classed as "State lines worked by the State," were on the standard gauge Rs. 1,88,48,858, or 3.17 per cent. on a total capital outlay of Rs. 59,40,97,097, and on the metre gauge Rs. 57,08,236, or 5.26 per cent. on a total capital outlay of Rs. 10,86,06,338.

The net earnings of the guaranteed lines, all of which are on the standard gauge, amounted to Rs. 3,26,41,400, giving a return of 6.62 per cent. on a total capital outlay of Rs. 49,33,26,231.

The net earnings of the lines in the hands of assisted companies were on the standard gauge Rs. 7,17,357, being at the rate of 4.23 per cent. on a total capital outlay of Rs. 1,69,77,786, and on the metre gauge Rs. 6,46,169, being at the rate of 3.77 per cent. on a total capital outlay of Rs. 1,71,41,625.

The net earnings derived by the native states lines amounted on the standard gauge to Rs. 17,08,530 with a return of 3.50 per cent. on a total capital outlay of Rs. 4,87,85,452, and on the metre gauge to Rs. 11,44,726 with a return of 4.41 per cent. on a total capital outlay of Rs. 2,59,76,229.

* Excluding steam-boat and suspense.
Fishin section and Sind-Sagar and Khus pabrshanches, North Western (state) railway.

13. Statement No. 18 on pages 94 and 95 shows the direct annual loss or gain to the State from railway outlay during each financial year from 1858-59.

14. Statements relating to guaranteed railway transactions are given on pages 96 to 99. Where the transactions are stated in sterling, conversions from Indian currency have been made at the contract rates of exchange. On this basis the guaranteed lines are shown (*vide* Statement No. 21, page 98) to have returned a net revenue of £3,012,611. The guaranteed interest is £2,148,725, and the net earnings are shown to be in excess of guaranteed interest by £863,886. This, however, does not represent the true results, as the figures do not take into account the heavy loss by exchange in connection with the guaranteed interest paid in England.

The true results to the State from the working of the guaranteed railways for the year 1892 are given in Statement No. 22 on page 99. The net earnings were Rs. 3,28,64,849 and the guaranteed interest was Rs. 3,37,24,628, showing an excess of guaranteed interest over net revenue of Rs. 8,59,779, and, adding the contributions to Provident Funds, the true deficit was Rs. 10,83,227. Taking into account the share of surplus profits for the two half-years of 1892 (*vide* Statement No. 20, page 97) payable to the companies, amounting to Rs. 56,00,261, the net charge to the State for the year is shown to be Rs. 66,83,488.

The surplus profits realised on the guaranteed railways amounted to Rs. 1,12,00,522 as compared with Rs. 1,39,90,712 in 1891 and Rs. 93,46,296 in 1890.

15. Statement No. 17 on pages 90 to 93 gives the general results of the working of the principal standard and metre gauge lines during 1892.

The average gross earnings per total train-mile were Rs. 4·23 on the standard gauge and Rs. 3·03 on the metre gauge, the highest on the standard gauge being Rs. 5·61 on the Bombay, Baroda and Central India railway, and the lowest Rs. 3·25 on the Indian Midland railway; the highest on the metre gauge was Rs. 3·73 on the Burma (state) railway, and the lowest Rs. 1·95 on the Bickaneer section of the Jodhpore-Bickaneer railway.

The percentage of working expenses on gross earnings ranged on the standard gauge from 28·73 on the East Indian railway to 64·25 on the North Western (state) railway, and on the metre gauge from 41·01 on the Rajputana-Malwa railway to 72·25 on the Bhávnagar-Gondal-Junágarh-Porbandar railway, the average of the standard gauge lines being 45·57 and of the metre gauge 50·12.

The average working expenses per total train-mile were Rs. 1·93 on the standard gauge and Rs. 1·52 on the metre gauge, the highest, being Rs. 2·41 on the Bombay, Baroda and Central India and the Nizam's Guaranteed State railways, standard gauge, and Rs. 2·31 on the Bhávnagar-Gondal-Junágarh-Porbandar railway, metre gauge.

The average coaching earnings per coaching train-mile were Rs. 3·19 on the standard gauge and Rs. 3·04 on the metre gauge, the highest on the standard gauge being Rs. 3·90 on the East Indian railway, and the lowest Rs. 2·62 on the Great Indian Peninsula railway; the highest on the metre gauge was Rs. 4·63 on the Burma (state) railway, and the lowest Rs. 1·37 on the Bickaneer section of the Jodhpore-Bickaneer railway.

The average number of passengers carried in a passenger train was 209·31 on the standard gauge and 230·70 on the metre gauge, the highest on the standard gauge being 274·41 on the Madras railway, and the lowest 158·57 on the Great Indian Peninsula railway; the highest on the metre gauge was 273·68 on the Burma (state) railway, and the lowest 108·66 on the Bickaneer section of the Jodhpore-Bickaneer railway.

The lowest average cost on the standard gauge of hauling one passenger unit one mile was 0·61 pie on the East Indian railway, on which line the

average sum received for this work was 2·70 pies. On the metre gauge the lowest average cost of hauling a passenger one mile was 0·66 pie on the Rajputana-Malwa railway, the average receipts on this line being 2·12 pies.

The average distance travelled by a passenger was on the standard gauge 43·64 miles and on the metre gauge 40·43 miles.

The average goods earnings per goods train-mile were Rs. 4·79 on the standard gauge and Rs. 2·82 on the metre gauge, the highest on the standard gauge being Rs. 7·58 on the Bombay, Baroda and Central India railway, and the lowest Rs. 3·27 on the Oudh and Rohilkhand (state) railway; the highest on the metre gauge was Rs. 3·35 on the Rajputana-Malwa railway, and the lowest Rs. 1·05 on the Dacca section of the Eastern Bengal (state) railway.

The lowest average cost of hauling one ton of goods one mile was 1·58 pies on the East Indian railway, standard gauge, and 2·41 pies on the Bengal and North-Western railway, metre gauge; the average sums received on these lines for doing this work being 5·30 pies and 5·67 pies respectively.

The average distance over which a ton of goods was hauled was on the standard gauge 177·79 miles, and on the metre gauge 130·95 miles.

16. The financial results of the state lines worked by state agency (excluding the Pishin section and the Sind-Sagar and Kushálgarh branches of the North Western (state) railway and provincial lines) for 1891 and 1892 are summarised in the following table:

Railway.	Gross earnings.	Working expenses.	Net earnings.	Percentage of working expenses on gross earnings.	Percentage of net earnings on capital outlay, including suspense.
1891.					
STANDARD GAUGE.	Rs.	Rs.	Rs.		
North Western* (state)	2,88,82,039	1,60,58,812	1,28,23,227	55·60	4·36
Oudh and Rohilkhand (state)	85,64,209	36,21,751	49,42,458	42·29	5·33
Eastern Bengal (state)	77,19,358	33,66,195	43,53,163	43·61	7·53
METRE GAUGE.					
Eastern Bengal (state)—					
Northern and Behar sections (including the Kannia-Dharlia, 2' 6" gauge, branch).	45,40,168	25,18,842	20,21,326	55·48	5·45
Dacca section	4,15,915	2,58,303	1,57,612	62·10	2·36
Burma (state). . . .	58,55,196	34,83,805	23,71,391	59·50	4·32
Total	5,59,76,885	2,93,07,708	2,66,69,177	52·36	4·90
1892.					
STANDARD GAUGE.					
North Western* (state)	2,34,00,232	1,20,05,934	1,03,94,298	55·58	3·42
Oudh and Rohilkhand (state)	85,42,837	35,26,507	50,16,330	41·28	5·43
Eastern Bengal (state)	70,24,895	31,13,317	39,11,578	44·32	6·62
METRE GAUGE.					
Eastern Bengal (state)—					
Northern and Behar sections (including the Kannia-Dharlia, 2' 6" gauge, branch).	41,50,631	19,64,072	21,86,559	47·32	5·60
Dacca section	3,80,920	2,45,330	1,35,590	64·40	2·02
Burma (state)	71,00,618	37,14,531	33,86,087	52·31	5·39
Total	5,06,00,133	2,55,69,691	2,50,30,442	50·53	4·44

* Excluding the military sections.

17. The following statement shows the net earnings on the principal railways and their percentage on the capital expenditure on open lines, including steam-boat service, but excluding suspense accounts during the last five years :

STATEMENT No. 15.

Serial No.	RAILWAY.	1888.		1889.		1890.		1891.		1892.	
		Net earnings.	Percent- age of net earnings per annum on capital expendi- ture.	Net earnings.	Percent- age of net earnings per annum on capital expendi- ture.	Net earnings.	Percent- age of net earnings per annum on capital expendi- ture.	Net earnings.	Percent- age of net earnings per annum on capital expendi- ture.	Net earnings (see also statements Nos. 17 and 29.)	Percent- age of net earnings per annum on capital expendi- ture.
	STANDARD GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.	
	State lines worked by companies.										
I	EAST INDIAN (INCLUDING BRANCHES)	3,06,43,099	8·36	2,95,79,800	8·16	2,98,04,646	8·37	(b) 3,65,55,446	(b) 10·25	(b) 3,50,21,046	(b) 9·79
II	BENGAL-NÁGPUR	5,21,706	1·80	3,79,834	1·25	5,47,463	0·88	26,84,452	3·15	30,08,166	3·33
III	INDIAN MIDLAND (a)	1,80,430	1·47	5,96,049	0·80	5,99,779	0·76	13,52,172	1·66	17,26,260	2·05
	State lines worked by the State.										
IX	NORTH WESTERN (STATE)	82,82,706	2·23	1,01,86,760	2·72	1,01,45,387	2·64	1,20,20,130	3·10	94,51,029	2·28
XI	ODDH AND ROHILKHAND (STATE)	30,16,005	3·38	42,04,076	4·66	37,54,478	4·15	49,42,458	5·46	50,16,330	5·54
XII	EASTERN BENGAL (STATE)	37,82,833	7·25	41,50,936	7·75	39,02,260	7·08	43,53,163	7·78	39,11,578	6·85
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA	2,17,78,956	8·17	1,80,09,474	6·71	1,91,50,259	7·10	2,34,20,748	8·63	2,02,18,309	7·43
XIX	BOMBAY, BARODA, AND CENTRAL INDIA	71,19,358	7·82	76,17,253	8·31	74,98,178	8·14	83,08,202	8·97	81,30,959	8·67
XX	MADRAS	35,21,646	3·11	37,38,422	3·27	45,21,480	3·93	39,06,530	3·36	42,92,132	3·67
	Lines owned by native states and worked by companies.										
XXVI	THE NIZAM'S GUARANTEED STATE	7,57,467	2·29	7,72,513	2·20	10,39,590	2·82	12,57,860	3·30	13,24,959	3·41
	METRE GAUGE.										
	State lines worked by companies.										
XXXIII	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION	7,98,875	3·91	9,78,246	4·73	25,73,364	5·40	29,77,841	6·14	30,17,069	(c) 5·98
	COMPANY'S SECTION	9,88,844	4·04	10,53,964	4·27						
XXXV	RAJPUTANA-MALWA	96,81,726	7·75	1,07,97,218	8·65	86,42,525	6·90	1,23,17,065	9·80	1,32,14,775	10·47
XXXVI	SOUTHERN MAHRATTA	9,32,866	1·30	9,52,000	1·18	9,74,737	1·07	(d) 20,73,558	(d) 1·91	(d) 18,57,021	(d) 1·69
XXXIX	SOUTH INDIAN	16,72,272	3·66	16,88,131	3·67	26,08,432	5·64	(e) 24,49,731	(e) 3·84	(e) 28,63,932	(e) 3·82
	State lines worked by the State.										
XLIII	EASTERN BENGAL (STATE)—										
	NORTHERN AND BEHAR SEC- TIONS (INCLUDING THE KAUNIA-DHARLLA, 2' 6" GAUGE, BRANCH)	17,19,952	6·13	19,59,998	5·65	20,35,441	5·71	20,21,326	5·45	21,86,559	5·60
	DACCA SECTION	22,639	0·35	80,692	1·21	1,32,620	1·99	1,57,612	2·36	1,35,590	2·02
XLIV	BURMA (STATE)	12,71,960	3·76	15,73,552	3·18	23,48,191	4·70	23,71,391	4·43	33,86,087	5·54
	Lines owned and worked by native states.										
LIII	JODHPORE-BICKANEER—										
	JODHPORE SECTION	1,91,558	8·40	1,92,258	8·45	1,96,192	8·63	3,34,364	7·99	5,28,941	11·11
	BICKANEER SECTION	...	...	...	...	...	...	2,724	0·19	24,904	2·63
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH- PORBANDAR	5,53,675	5·90	5,99,831	3·79	6,00,267	3·65	4,75,736	2·85	4,37,876	2·60

(a) Excludes the Bhopal-Itarsi railway.

(b) Includes the Patna-Gya railway only.

(c) The capital outlay on which this is calculated is exclusive of interest on capital during construction (Rs. 10,90,014).

(d) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr railway. The figures are approximate.

(e) Includes the Pondicherry railway, the net earnings of which are Rs. 15,341.

STATEMENT

Main results of working of all railways for the years ending

Progressive No.	Details.	PREVIOUS YEAR.			1892.*	
		Standard gauge.	Metre gauge.	Special gauges.	Standard gauge.	Metre gauge.
1	Open mileage on the 31st December . Miles	10,047.73	6,946.68	288.31	10,196.59	7,327.11
2	Mean mileage worked during the year . "	10,055.82	6,695.22	286.59	10,201.39	7,225.23
3	Capital outlay on open line, including steam-boat service and suspense accounts Rs.	1,68,60,18,826	51,49,13,408	88,09,682	1,72,22,61,133	54,12,11,616
4	Number of passengers booked . . . No.	80,335,272	41,596,189	923,876	83,577,278	43,083,330
5	Number of passengers booked per mean mile worked "	7,989	6,213	3,224	8,193	5,963
6	Number of tons of goods moved . . . Tons	19,343,709	6,652,013	163,231	19,018,611	7,191,736
7	Number of tons of goods moved per mean mile worked "	1,924	994	570	1,864	995
8	Passenger unit-miles Unit-miles	3,561,612,772	1,641,930,653	22,564,548	3,538,134,974	1,710,345,279
9	Ton-mileage of goods Ton-miles	3,589,116,058	845,567,526	4,303,847	3,337,875,655	891,438,997
10	Train-miles Miles	42,047,302	18,257,923	494,940	41,106,810	19,081,037
Gross earnings—						
11	Coaching Rs.	5,52,25,243	2,16,93,010	6,19,367	5,41,46,470	2,27,10,074
12	Goods "	12,40,28,024	3,13,59,838	6,93,304	11,46,07,286	3,24,78,133
13	Steam-boat, Telegraph, and Miscellaneous "	48,08,465	19,58,026	17,513	45,44,515	25,31,779
14	TOTAL "	18,40,61,732	5,50,10,874	13,30,184	17,32,98,271	5,77,19,986
15	Gross earnings per mean mile worked "	18,304.00	8,216.44	4,641.42	16,987.71	7,988.67
Working expenses—						
16	Maintenance "	12,33,73,361	75,30,981	1,98,763	2,05,65,082	70,19,317
17	Locomotive "	12,79,15,749	97,83,966	2,71,849	2,65,04,787	1,00,55,891
18	Carriage and wagon "	180,62,741	23,11,739	80,889	71,78,535	21,72,463
19	Traffic "	1,27,16,727	44,34,979	1,47,406	1,27,74,339	47,24,352
20	General "	174,82,823	38,13,184	1,29,387	76,00,373	39,93,010
21	Steam-boat, Special and miscellaneous, and Rent of leased lines "	135,52,400	12,07,401	24,106	43,91,080	12,86,918
22	TOTAL "	8,51,03,801	2,90,82,250	8,52,420	7,90,14,196	2,92,51,951
23	Working expenses per mean mile worked "	8,264.25	4,343.73	2,074.35	7,745.42	4,048.58
24	Percentage of working expenses on gross earnings	45.15	52.87	64.08	45.59	50.68
25	Net earnings Rs.	10,09,57,931	2,59,28,624	4,77,764	9,42,84,075	2,84,68,035
26	Percentage of net earnings on total capital outlay on open line, including suspense	5.98	5.04	5.42	5.47	5.26

N.B.—Further details for the standard and metre gauge lines

No. 16.

the 31st December 1891 and the 31st December 1892.

Special gauges.	TOTAL OF ALL GAUGES.		Increase in 1892.	Decrease in 1892.	PERCENTAGE OF INCREASE OR DECREASE.		Progres- sive No.	REMARKS.
	Previous year.	1892.			Increase.	Decrease.		
214.86	17,282.72	17,768.56	485.84	...	2.81	...	1	* Excludes figures for the Cherra- Company and Thaton-Duyin- zaiik railways, which are now treated as steam tramways. See statement No. 24, pages 115 to 117.
250.10	17,037.63	17,676.72	639.09	...	3.75	...	2	
78,15,792	2,21,06,41,916	2,27,12,91,541	6,06,49,625	...	...	...	3	See statement No. 25, pages 118 and 119.
796,305	122,855,537	127,456,913	4,601,576	...	3.75	...	4	See also statement No. 26, pages 120 to 123.
3,134	7,211	7,210	...	1	...	0.01	5	
123,885	26,153,953	26,324,232	175,279	...	0.67	...	6	See also statement No. 27, pages 124 to 127.
495	1,535	1,490	...	45	...	2.93	7	
20,744,003	5,226,197,973	5,263,224,253	46,116,233	...	0.83	...	8	} See also statement No. 28, pages 128 to 131.
4,065,527	4,438,992,431	4,232,381,249	...	205,611,182	...	4.63	9	
425,558	60,800,165	60,613,405	...	186,760	...	0.31	10	See also statement No. 28, pages 176 to 179.
5,87,415	7,75,37,629	7,74,40,959	...	96,631	...	0.12	11	
6,67,261	15,67,81,166	14,77,52,680	...	89,28,486	...	5.34	12	
19,878	67,34,004	70,96,172	3,12,168	...	4.60	...	13	
12,74,551	24,61,02,793	23,22,02,511	...	81,09,979	...	3.38	14	
5,036.18	14,110.11	13,141.17	...	968.41	...	6.85	15	
1,58,082	3,11,03,125	2,77,42,481	...	33,60,644	...	10.80	16	
2,39,409	3,79,71,504	3,52,00,087	...	11,71,477	...	3.09	17	
76,472	1,04,55,009	94,27,470	...	10,27,899	...	9.83	18	
1,23,260	1,72,99,112	1,76,21,951	3,22,839	...	1.87	...	19	} See also statements Nos. 29 and 30, pages 132 to 135 and 133 to 136.
1,12,404	1,14,25,394	1,17,05,787	2,80,393	...	2.45	...	20	
24,283	47,83,907	57,02,231	9,18,374	...	19.20	...	21	
7,33,910	11,30,38,471	10,90,00,057	...	40,38,414	...	3.57	22	
2,934.47	6,634.64	6,166.31	...	467.18	...	7.04	23	
57.58	47.02	46.92	...	0.05	...	...	24	
5,40,644	12,73,64,319	12,32,92,754	...	40,71,565	...	3.20	25	† The difference as compared with the last Administration report is due to the expenditure on the Rajpara-Bhatinda railway hav- ing been apportioned to the several departments instead of being shown against item 21, as was done before.
6.92	5.76	5.43	...	0.33	...	...	26	

will be found in the statements referred to under "Remarks."

STATEMENT
General results of the working of the principal standard and metre gauge

Pro- gressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.			STATE LINES WORKED	
		I. East Indian.	II. Bengal-Nagpur.	III. Indian Midland. (d).	IX. North Western (state). (f).	XI. Oudh and Rohilkhand (state).
	STANDARD GAUGE.					
1	Miles open on the 31st December 1892 . . . Miles	1,610·27	831·58	734·46	• 2,427·38	692·55
2	Total length of sidings „	413·29	100·65	95·52	496·48	105·52
3	Total length of single track, including sidings . . . „	2,497·81	932·23	829·98	2,965·12	798·07
4	Mean mileage worked during the year „	(b) 1,627·60	831·58	(e) 753·78	(g) 2,444·28	692·55
5	Capital outlay on open line to the 31st December 1892, including steam-boat and suspense Rs.	36,40,41,117	9,42,32,846	9,33,25,213	42,50,35,487	9,24,54,234
6	Capital outlay on open line to the 31st December 1892, exclusive of steam-boat service and suspense . . . „	35,81,27,912	9,02,36,954	9,07,79,753	40,93,23,694	9,06,20,467
7	Average cost per mile of railway (a) „	2,22,401	1,08,573	1,23,601	1,62,040	1,30,850
8	Average cost per mile of single track, including sid- ings (a) „	1,43,377	96,851	1,09,376	1,32,883	1,13,550
9	Coaching earnings „	1,54,30,325	11,11,283	19,90,028	91,83,579	37,57,481
10	Goods earnings „	3,28,49,097	45,61,506	28,65,714	1,64,44,903	44,12,793
11	Gross earnings „	4,91,41,600	60,83,561	50,78,521	2,64,35,665	85,42,837
12	Gross earnings per mean mile worked per week, exclud- ing steam-boat earnings „	580	141	130	208	237
13	Working expenses „	1,41,20,554	30,75,396	31,29,981	(h) 1,69,84,636	35,26,507
14	Working expenses per cent. of gross earnings . . .	28·73	50·55	61·63	64·25	41·28
15	Net earnings Rs.	3,50,21,046	30,08,165	19,48,540	94,51,029	50,16,330
16	Net earnings per cent. on capital outlay	9·62	3·19	1·99	2·22	5·43
17	Net earnings per cent. on paid up capital	...	3·10	1·95	...	...
18	Passenger train-miles Miles	3,959,478	372,631	688,762	3,212,661	1,090,390
19	Goods train-miles „	5,635,429	1,096,965	873,687	4,705,452	1,348,603
20	Total train-miles „	9,594,907	1,469,596	1,562,449	7,918,113	2,438,993
21	Coaching earnings per passenger train-mile . . . Rs.	3·90	2·98	2·89	2·95	3·45
22	Goods earnings per goods train-mile „	5·83	4·16	3·28	3·50	3·27
23	Gross earnings per train-mile „	5·12	4·14	3·25	3·34	3·50
24	Working expenses per train-mile „	1·47	2·09	2·00	2·15	1·45
25	Net earnings per train-mile „	3·65	2·05	1·25	1·19	2·05
26	Cost of train staff per train-mile Annas.	(c) 0·86	0·69	0·73	(i) 0·97	0·72
27	Average number of passengers in a passenger train No.	246·78	244·93	173·30	187·38	224·95
28	Average distance travelled by a passenger . . . Miles.	64·09	46·54	69·00	56·16	45·90
29	Average number of tons in a goods train . . . Tons	211·02	102·76	95·44	116·43	108·41
30	Average distance over which a ton of goods was hauled Miles	229·84	93·34	134·00	157·75	119·04
	Average number of vehicles (excluding brake-vans) —					
31	In each passenger train No.	14·36	18·01	11·00	14·57	10·84
32	In each goods train „	34·01	20·05	32·00	25·67	32·72
33	In each mixed train { Passenger carriages . . . „	15·68	8·50	9·00	9·81	7·06
	{ Goods vehicles „	3·68	12·35	14·00	4·77	15·47
34	Number of passengers carried one mile . . . Unit-miles	977,113,162	91,268,605	119,357,317	601,997,717	245,279,545
35	Number of tons of goods carried one mile . . . Ton-miles	1,189,206,882	112,723,575	83,355,018	547,854,844	146,194,906
	Average cost of hauling for one mile —					
36	One passenger unit Pies	0·61	1·43	1·52	1·83	0·90
37	One ton of goods „	1·53	3·78	4·28	3·41	2·78
	Average sum received for carrying for one mile —					
38	One passenger unit Pies	2·70	2·08	2·82	2·62	2·67
39	One ton of goods „	5·30	7·77	6·60	5·76	5·80

N.B.—For information given under progressive numbers 1 to 16, 18 to 25,

No. 17.

railways during the year ending the 31st December 1892.

BY THE STATE.	LINES WORKED BY GUARANTEED COMPANIES.			LINEROWNED BY NATIVE STATE AND WORKED BY COMPANY.	Total and average of principal standard gauge lines.	Pro- gressive No.	REMARKS.
XII. Eastern Bengal (state).	XVIII. Great Indian Peninsula. (k)	XIX Bombay, Baroda and Central India. (m)	XX. Madras.	XXVI. The Nizam's Guaranteed State. (p)			
248·49	1,286·77	460·90	839·23	(q) 350·67	9,482·30	1	
95·86	240·66	103·09	128·34	37·52	1,816·93	2	(a) Excluding steamer service and suspense.
395·83	1,989·35	624·10	1,009·98	388·19	12,430·66	3	(b) Includes 23·24 miles of the Eastern Bengal (state) railway and 1 mile of the Rajputana-Malwa railway worked over by the company.
248·72	1,490·81	460·90	839·26	353·77	9,743·34	4	
5,91,26,309	27,72,17,255	9,63,37,140	11,97,71,836	4,09,66,069	1,66,25,07,506	5	(c) Includes the Tarkessur and Delhi-Umballa-Kalka railways.
5,51,34,197	27,21,77,576	9,37,77,980	11,69,03,761	4,02,42,786	1,61,73,75,080	6	(d) Includes the Bhopal-Itarsi railway, except as regards items 16 and 17.
2,21,877	2,11,520	(n) 2,03,467	1,39,300	1,14,760	1,70,568	7	(e) Includes 2·89 miles of the Rajputana-Malwa railway, 1 mile of the Oudh and Rohilkhand (state) railway, and 15·30 miles of the East Indian railway worked over by the Indian Midland railway.
1,39,288	1,36,817	(n) 1,50,261	1,15,749	1,03,668	1,30,112	8	
22,89,026	89,58,793	46,57,496	37,54,832	8,36,044	5,22,68,887	9	
41,83,677	3,13,19,876	92,99,145	56,90,712	18,27,808	11,34,55,231	10	(f) Includes the Jammu and Kashmir railway (Native State section), except as regards items 1, 2, 3, 5, 6, 7, 8, 15 and 16.
70,24,895	4,06,65,627	1,42,44,478	96,24,669	27,80,641	16,96,22,494	11	
520	525	594	221	151	334	12	(g) Includes 13 miles of the East Indian railway and the Chenab Weir branch, 3·47 miles, worked over by the North Western (state) railway.
31,13,317	(l) 2,04,47,318	61,13,519	53,32,537	(r) 14,55,682	7,72,99,447	13	(h) Includes rent of leased lines, Rs. 43,496.
44·32	50·28	42·92	55·40	52·35	45·57	14	(i) Includes the Rájputana-Bhátinda railway.
39,11,578	2,02,18,309	81,30,959	42,92,132	13,24,959	9,23,23,047	15	(j) Includes the Bengal Central railway.
6·62	7·29	8·44	3·53	3·35	5·55	16	(k) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways, except as regards items 1, 2, 3, 5, 6, 7, 8, 15, 16, and 17.
...	7·36	8·39	3·56	2·55	...	17	
844,240	3,422,940	1,311,058	1,265,900	222,273	16,390,353	18	
814,894	6,362,636	1,226,527	1,253,764	380,015	23,697,972	19	(l) Includes rent of leased lines (Rs. 5,29,160), but excludes charges incurred direct by the State.
1,659,134	9,785,576	2,537,585	2,519,724	602,288	40,088,360	20	(m) Includes the Pátri branch.
2·71	2·62	3·55	2·97	3·76	3·18	21	
5·13	4·92	7·58	4·54	4·81	4·79	22	(n) Includes the state outlay on the Pátri branch (Rs. 8,08,405). Excluding this outlay, the cost per mile is Rs. 2,01,713, and per mile of single track, including sidings, Rs. 1,48,966.
4·24	4·16	5·61	3·82	4·61	4·23	23	
1·88	2·09	2·41	2·12	2·41	1·93	24	(o) Includes the Gackwar's Petlád railway.
2·36	2·07	3·20	1·70	2·20	2·30	25	(p) Includes the Bezvára extension, except as regards items 15, 16, and 17.
(j) 0·65	1·34	(o) 0·56	0·60	0·77	...	26	(q) Of this length, 3·10 miles are worked over twice by every train.
169·74	158·57	230·55	274·41	269·88	209·31	27	
23·49	41·84	20·69	38·80	49·80	43·64	28	(r) Includes rent of leased line (Rs. 28,939).
111·14	115·68	189·54	105·04	124·37	139·99	29	
89·36	248·55	162·61	117·56	110·20	177·79	30	
13·49	12·00	11·07	10·44	11·24	...	31	
32·81	26·00	39·39	29·66	19·81	...	32	
10·14	10·00	9·44	6·48	6·14	...	33	
7·19	7·00	14·63	12·85	17·89	...	33	
143,299,003	542,774,110	202,253,350	347,394,783	59,986,498	3,430,729,125	34	
90,571,886	736,024,237	232,478,967	131,697,235	47,261,713	3,317,898,793	35	
1·13	1·54	1·16	1·04	1·19	...	36	
3·49	3·76	3·23	4·52	3·78	...	37	
2·72	2·70	2·62	1·79	2·35	...	38	
8·87	8·17	7·68	8·30	7·43	...	39	

and 34 and 35, see also statements Nos. 24, 25, 26, 27, 29, 30, 39 and 28.

STATEMENT
General results of the working of the principal standard and metre gauge

Progressive No.	HEADINGS.	STATE LINES WORKED BY COMPANIES.			
		XXXIII. Bengal and North- Western— Tirhoot section. Company's section.	XXXV. Rajputana-Malwa.	XXXVI. Southern Mahratta. (c)	XXXIX. South Indian. (c)
METRE GAUGE.					
1	Miles open on the 31st December 1892 Miles.	756.30	1,674.02	1,403.95	1,113.04
2	Total length of sidings "	93.74	236.37	135.15	121.11
3	Total length of single track, including sidings "	850.04	1,911.53	1,539.10	1,234.15
4	Mean mileage worked during the year "	754.13	1,674.02	1,384.95	1,087.28
5	Capital outlay on open line to the 31st December 1892, including steam-boat and suspense Rs.	5,15,68,866	13,04,34,476	11,23,30,877	7,88,52,304
6	Capital outlay on open line to the 31st December 1892, exclusive of steam-boat service and suspense "	4,83,29,560	12,31,86,902	11,01,16,447	7,51,43,203
7	Average cost per mile of railway (a) "	63.905	75.300	78.433	67.512
8	Average cost per mile of single track, including sidings "	56.856	66.014	71.545	60.837
9	Coaching earnings "	20,05,445	62,03,640	26,44,918	40,93,559
10	Goods earnings "	25,20,555	1,55,67,082	31,67,504	33,47,720
11	Gross earnings "	51,23,939	2,24,00,454	59,41,076	77,30,337
12	Gross earnings per mean mile worked per week, excluding steam-boat earnings "	120	257	83	137
13	Working expenses "	21,06,870	91,85,679	*40,34,555	48,61,405
14	Working expenses per cent. of gross earnings "	41.12	41.01	68.74	62.89
15	Net earnings Rs.	30,17,069	1,32,14,775	*13,57,021	*28,68,932
16	Net earnings per cent. on capital outlay "	5.85	10.13	1.65	3.64
17	Net earnings per cent. on paid up capital "	...	...	(d) 1.62	...
18	Passenger train-miles Miles.	692,933	2,111,254	1,018,507	1,457,695
19	Goods train-miles "	937,325	4,644,200	1,375,054	1,019,925
20	Total train-miles "	1,630,253	6,755,454	2,394,431	3,277,620
21	Coaching earnings per passenger train-mile Rs.	2.89	2.04	2.30	2.31
22	Goods earnings per goods train-mile "	2.69	2.05	2.30	1.34
23	Gross earnings per train-mile "	2.14	3.02	2.43	2.06
24	Working expenses per train-mile "	1.23	1.36	1.71	1.43
25	Net earnings per train-mile. "	1.05	1.06	0.77	0.38
26	Cost of train staff per train-mile Annas	0.52	(1) 0.55	0.54	0.20
27	Average number of passengers in a passenger train No.	222.00	242.79	190.43	248.54
28	Average distance travelled by a passenger Miles	20.13	59.06	40.13	34.13
29	Average number of tons in a goods train Tons	51.03	90.96	55.53	47.81
30	Average distance over which a ton of goods was hauled Miles	126.94	261.81	113.21	47.73
Average number of vehicles (excluding brake-vans)—					
31	In each passenger train No.	23.00	12.76	7.85	17.07
32	In each goods train "	28.60	23.60	21.82	15.00
33	In each mixed train { Passenger carriages " { Goods vehicles "	23.00 24.00	12.03 9.09	6.97 11.33	10.93 10.93
34	Number of passengers carried one mile Unit-miles	162,078,517	512,531,365	*194,004,570	332,295,936
35	Number of tons of goods carried one mile Ton-miles	85,376,457	449,843,045	* 70,400,316	87,071,574
Average cost of hauling for one mile—					
36	One passenger unit Pies	0.72	0.96	1.59	0.99
37	One ton of goods "	2.41	2.06	6.22	5.79
Average sum received for carrying for one mile—					
38	One passenger unit Pies	2.23	2.12	2.36	2.06
39	One ton of goods "	5.67	6.64	7.96	7.38

N.B.—For information given under progressive numbers 1 to 16, 18 to 25,

No. 17—concl'd.

railways during the year ending the 31st December 1892—concl'd.

STATE LINES WORKED BY THE STATE.		LINES OWNED AND WORKED BY NATIVE STATES.				Total and average of principal metre gauge lines.	Progressive No.	REMARKS.	
XLIII.—EASTERN BENGAL (STATE).		XLIV. Burma (state).	LIII. JODHPUR-BICKANEER.		LIV. Bhavnagar-Gondal-Junagarh-Porbandar.				
Northern and Behar sections (including the Kaunia-Dharila, 2' 6" gauge, branch).	Dacca section.		Jodhpore section.	Bickaneer section.					
477.94	85.92	717.50	247.50	43.50	(i) 329.22	6,848.89	1.		
78.65	13.63	113.29	7.00	1.00	37.95	837.89	2	(a) Excluding steamer service and suspense.	
556.59	99.55	839.79	254.50	44.50	367.17	7,696.92	3	(b) Includes the Gaekwar's Mehsana railway.	
444.15	5.92	691.81	247.50	43.50	333.72	6,747.01	4		
3,90,40,471	66,99,363	6,28,66,504	48,03,967	9,48,622	1,72,52,030	50,47,97,480	5	(c) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr railway.	
3,81,09,178	66,99,363	6,06,99,047	47,61,590	9,48,622	1,68,42,743	48,78,36,655	6	(d) Excludes the Kolhápúr railway.	
79,736	77,972	84,598	19,239	21,807	51,160	71,229	7	(e) Includes the Pondicherry railway.	
68,469	67,296	72,279	18,710	21,317	45,872	63,381	8	(f) Information not furnished.	
14,39,738	2,88,703	40,76,573	3,25,529	24,826	8,11,590	2,19,14,521	9	(g) On branch line, 5.00.	
23,23,962	82,014	28,89,782	6,03,961	44,747	7,23,958	3,12,71,285	10	(h) On branch line, 9.00.	
41,50,631	3,80,920	71,00,618	9,46,980	76,548	15,78,178	5,54,29,681	11	(i) Excludes 4.50 miles of state mileage in dock estates and quarry lines constructed and maintained by the states themselves.	
165	85	197	74	34	91	156	12		
19,64,072	2,45,330	37,14,531	4,18,039	51,644	11,40,302	2,77,71,927	13	* Approximate.	
47.32	64.40	52.31	44.14	67.47	72.25	50.10	14	† Includes Rs. 15,341 on account of the Pondicherry railway.	
21,86,559	1,35,590	33,86,087	5,28,941	24,904	4,37,876	2,76,57,754	15		
5.60	2.02	5.39	11.01	2.62	2.54	5.48	16		
...	...	5.54	...	...	...	...	17		
553,434	91,519	879,953	103,658	18,183	271,760	7,198,896	18		
759,191	8,188	1,024,396	201,373	21,003	221,099	11,082,654	19		
1,312,625	169,707	1,904,349	305,031	39,186	492,859	18,281,550	20		
2.60	3.15	4.63	3.14	1.37	2.99	3.04	21		
3.06	1.05	2.82	3.00	2.13	3.27	2.82	22		
3.16	2.25	3.73	3.10	1.95	3.20	3.03	23		
1.50	1.45	1.95	1.37	1.31	2.31	1.52	24		
1.66	0.80	1.78	1.73	0.64	0.89	1.51	25		
0.50	0.42	0.75	0.12	0.10	0.38	...	26		
161.39	217.07	273.68	254.87	108.66	189.03	230.70	27		
96.69	22.13	36.13	55.85	39.77	38.22	40.43	28		
66.26	22.76	80.89	63.24	54.30	60.81	77.69	29		
102.91	47.32	101.77	77.48	40.57	74.56	130.95	30		
13.79	13.35	18.04	}	(f)	{	11.03	...	31	
32.49	22.43	29.82				28.83	...	32	
10.31	14.72	13.83	(g) 11.00	9.00	12.86	...	}	33	
11.72	4.51	15.02	(h) 10.50	8.00	8.30	...			
89,320,150	19,865,946	240,830,931	26,419,177	1,975,715	51,370,905	1,660,753,292	34		
50,303,364	1,779,379	82,858,559	12,734,894	1,140,522	13,446,002	860,959,512	35		
1.04	1.04	1.07	}	(f)	{	1.89	...	36	
4.43	4.43	5.07				7.97	...	37	
2.73	2.60	3.11	2.09	2.09	2.84	...	38		
8.87	8.85	6.70	9.11	7.53	10.34	..	39		

and 34 and 35, see also statements Nos. 24, 25, 26, 27, 29, 30, 39, and 28.

STATEMENT

Direct annual gain or loss to the State

YEAR.	GUARANTEED RAILWAYS (EXCLUDING EAST INDIAN, EASTERN BENGAL, SIND, PUNJAB AND DELHI, OUDH AND KOHILKHAND, AND SOUTH INDIAN RAILWAYS FROM 1872-73.)				STATE LINES WORKED BY THE STATE, INCLUDING UP TO 1876-77 LINES WORKED BY COMPANIES.			
	Capital withdrawn for expenditure to end of each year.	Net traffic receipts, less moiety of surplus profits paid to companies.	Guaranteed interest.	Loss or gain to the State. — or +	Capital expenditure.	Net receipts.	Interest and annuity. †	Loss or gain to State. — or +
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1858-59	19,151,531	232,365	838,411	—606,046	...	...	...	...
1859-60	26,322,995	403,057	1,199,929	—796,872	...	...	...	...
1860-61	33,901,710	389,413	1,485,745	—1,096,332	...	...	...	...
1861-62	40,503,922	391,162	1,788,153	—1,396,991	...	...	...	...
1862-63	46,367,266	625,615	2,166,755	—1,541,140	...	...	...	...
1863-64	51,122,919	821,548	2,456,182	—1,634,634	...	...	...	...
1864-65	55,245,159	1,129,851	2,683,787	—1,553,936	...	...	...	...
1865-66	60,882,025	2,865,574	2,889,241	—23,667	...	...	...	...
1866-67	68,179,728	2,347,085	3,031,087	—684,002	107,195	...	...	...
1867-68	75,299,509	1,989,112	3,480,677	—1,491,565	107,789	...	14	—14
1868-69	79,167,736	2,229,509	3,881,013	—1,651,504	671,908	—1,379	12,455	—13,834
1869-70	83,910,587	2,627,941	4,126,025	—1,498,084	866,845	—790	29,180	—29,970
1870-71	87,686,857	2,556,707	4,341,609	—1,784,902	1,310,024	68	43,585	—43,517
1871-72	90,183,585	2,877,153	4,542,183	—1,665,030	1,956,019	—4,063	68,199	—72,262
1872-73	40,354,274	1,146,031	2,160,243	—1,014,212	22,817,477	64,258	1,224,027	—1,159,769
1873-74	39,402,681	1,218,075	2,185,593	—967,518	26,681,859	367,256	1,348,812	—981,556
1874-75	40,794,561	1,309,073	2,204,254	—895,181	30,230,869	685,917	1,508,151	—822,234
1875-76	40,531,949	1,490,240	2,263,668	—773,428	34,666,155	980,964	1,679,140	—698,176
1876-77	40,679,454	1,899,241	2,386,500	—487,259	38,299,843	760,501	1,882,269	—1,121,768
1877-78	41,301,759	2,327,993	2,331,834	—3,841	31,429,069	956,997	1,522,993	—565,996
1878-79	41,682,705	1,619,109	2,473,255	—854,146	33,178,146	805,422	1,693,388	—887,966
1879-80	41,764,715	1,448,896	2,481,400	—1,032,504	36,073,275	968,613	1,780,734	—812,121
1880-81	41,742,884	1,722,573	2,488,599	—766,026	39,794,470	1,370,332	1,873,564	—503,232
1881-82	42,075,110	2,343,565	2,496,263	—152,698	41,033,885	1,120,266	2,000,574	—880,308
1882-83	42,168,326	2,132,401	2,533,920	—401,519	42,147,511	1,256,415	2,136,623	—880,208
1883-84	42,629,697	2,137,094	2,539,530	—402,436	44,364,124	1,360,863	2,155,010	—794,147
1884-85	43,096,508	2,293,615	2,588,135	—294,520	46,188,733	1,538,771	2,291,057	—752,286
1885-86	43,682,117	2,503,229	2,761,684	—258,455	52,666,301	1,928,224	2,632,617	—704,393
1886-87	43,529,450	2,662,601	2,908,441	—245,840	54,208,728	1,797,583	2,951,299	—1,153,716
1887-88	43,837,158	2,494,404	3,007,228	—512,824	52,208,186	1,542,736	3,152,209	—1,609,473
1888-89	44,343,227	2,742,916	3,105,916	—363,000	50,454,417	1,829,123	3,342,520	—1,513,397
1889-90	44,628,363	2,521,976	3,084,675	—562,699	49,816,296	2,322,253	3,298,929	—976,676
1890-91	45,091,263	2,841,185	2,844,547	—3,362	50,186,980	2,504,703	3,503,224	—998,521
1891-92	45,137,155	2,770,064	3,069,430	—299,366	52,403,827	2,750,978	3,414,305	—663,327
1892-93 . (Revised estimate) .	45,172,655	2,677,900	3,435,300	—757,400	56,239,727	2,334,000	3,702,000	—1,368,000
TOTAL	...	65,788,273	94,261,212	—28,472,939	...	29,240,011	49,246,878	—20,006,867

* This sum is thus arrived at:		
(a) { Capital of East Indian railway at time of purchase	£ 26,200,000	
25 per cent. premium thereon	£ 6,550,000	
Debentures and debenture stock	£ 4,450,000	
Outlay subsequent to purchase	Rx. 154,248	
TOTAL		Rx. 37,354,248

(a) Of these amounts, £27,623,386 will be redeemed by an annuity terminable in 1953, which annuity is entered in the column "Interest and annuity."

† Interest on capital outlay calculated at 4 per cent., except on £ 1,000,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State railway, on which 4½ per cent. is paid by the State.

‡ Includes capital expenditure on Eastern Bengal railway prior to purchase as under :

	£
Share capital at time of purchase	2,255,480
Premium on share capital at time of purchase	1,136,437
Debentures and debenture stock	1,023,658
TOTAL	4,415,575

§ Includes capital expenditure on the Sind, Punjab and Delhi railway prior to purchase as under :

	£
Share capital at time of purchase	11,075,320
Premium on share capital at time of purchase	2,933,304
TOTAL	14,009,124

NOTE.—The figures from 1872-73 include "Loss by exchange," and the results shown against state railways from 1880-81 and onwards include certain annually increasing payments towards sinking funds for redemption of capital.

No. 18.

from railway outlay since 1858.

STATE LINES WORKED BY COMPANIES FROM 1876-77, EXCLUDING THE EAST INDIAN RAILWAY.				EAST INDIAN RAILWAY.				Total loss or gain to State. — or +	REMARKS.
Capital expended.	Net receipts.	Interest and annuity. †	Loss or gain to State. — or +	Capital expended.	Net traffic receipts, less surplus paid to Share- holders.	Interest and annuity.	Loss or gain to State. — or +		
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	
...	...	...	...	...	...	...	...	—606,046	
...	...	...	...	...	...	...	...	—796,872	
...	...	...	...	...	...	...	...	—1,096,332	
...	...	...	...	...	...	...	...	—1,396,991	
...	...	...	...	...	...	...	...	—1,541,140	
...	...	...	...	...	...	...	...	—1,634,634	
...	...	...	...	...	...	...	...	—1,553,936	
...	...	...	...	...	...	...	...	—23,667	
...	...	...	...	...	...	...	...	—684,002	
...	...	...	...	...	...	...	...	—1,491,579	
...	...	...	...	...	...	...	...	—1,605,338	
...	...	...	...	...	...	...	...	—1,528,054	
...	...	...	...	...	...	...	...	—1,828,419	
...	...	...	...	...	...	...	...	—1,737,292	
...	...	...	...	30,890,008	1,580,730	1,585,705	—4,975	—2,178,956	
...	...	...	...	31,134,207	1,940,651	1,612,017	+328,634	—1,620,440	
...	...	...	...	30,502,189	1,791,475	1,620,092	+171,383	—1,546,032	
...	...	...	...	30,555,352	1,679,818	1,636,883	+42,935	—1,428,669	
...	...	...	...	30,572,988	2,248,376	1,740,742	+507,634	—1,101,393	
11,531,809	273,071	506,955	—233,884	30,730,968	2,456,326	1,714,209	+742,117	—61,604	
13,765,833	245,155	584,862	—339,707	31,028,231	1,924,373	1,812,068	+112,305	—1,969,514	
15,924,767	288,193	673,088	—384,895	*37,354,248	2,545,291	1,803,282	+742,009	—1,487,511	
17,752,566	356,136	753,904	—397,768	37,772,683	2,399,791	1,661,493	+738,298	—928,728	
19,744,184	656,674	830,981	—174,307	38,227,945	3,063,741	2,002,181	+1,061,560	—145,753	
21,497,668	792,843	934,391	—141,548	38,376,142	2,531,943	2,062,359	+469,584	—953,691	
24,013,045	996,263	1,062,300	—66,037	38,609,440	3,002,620	2,052,418	+950,202	—312,418	
30,906,070	939,546	1,141,687	—202,141	38,888,632	2,481,190	2,084,856	+396,334	—852,613	
35,342,723	1,131,975	1,291,745	—159,770	39,136,150	2,821,318	2,207,459	+613,859	—508,759	
42,695,731	1,276,032	1,545,714	—269,682	39,295,008	2,985,440	2,298,993	+686,447	—982,791	
52,375,874	1,274,011	1,697,291	—423,280	39,353,295	2,940,636	2,370,534	+570,102	—1,975,475	
61,633,381	1,495,266	1,985,210	—489,944	39,349,684	2,781,172	2,505,173	+275,999	—2,090,342	
67,300,602	1,614,404	2,089,004	—474,600	39,487,123	2,791,493	2,380,914	+410,579	—1,603,396	
**71,154,961	1,669,403	1,869,829	—200,426	39,472,891	2,943,932	2,200,442	+743,490	—458,819	
73,406,663	2,117,247	2,283,084	—165,837	39,397,830	3,314,624	2,357,511	+957,113	—171,417	
74,477,063	2,352,700	2,559,100	—206,400	40,187,230	3,290,300	2,617,600	+672,700	—1,659,100	
...	17,478,919	21,809,145	—4,330,226	...	53,515,240	42,326,931	+11,188,309	—41,621,723	

† Includes the following amounts for advances and repayments of advances of interest :

	1881-82.	1882-83.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93. Revised.	1893-94. Budget.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Advances	5,188	16,807	34,154	45,239	...	...	...	...	...	...	...	...	...
Repayments	2,762	4,524	3,249	618	119	1,616	24,764	42,768	49,103	31,480	32,994	24,800	25,200
Net	2,426	12,283	30,905	44,621	—119	—1,616	—24,764	—42,768	—49,103	—31,480	—32,994	—24,800	—25,200

||Includes £10,336,049 on account of purchase-money of the Oudh and Rohilkhand railway.

** Includes the following amounts in connection with the acquisition of the South Indian railway by the State .

Debt created for redemption of share capital	4,197,557
Less—Capital deposited by the new company	1,000,000
	3,197,557
Debenture stock taken over	425,000
Debentures taken over	1,070,000
TOTAL	4,692,557

STATEMENT No. 19.

Guaranteed interest—Indian railways.

Total amount of interest advanced to each of the undermentioned railway companies to the 31st December 1892.

Serial No.	RAILWAY COMPANY.	Interest advanced to the 31st December 1891.	INTEREST ADVANCED DURING 1892.				TOTAL.
			England.	India.	Interest charged on overdrawn capital, (a)	Total.	
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
XVIII	Great Indian Peninsula .	32,138,609 19 0	1,190,827 17 6	2,076 15 0	...	1,192,904 12 6	33,331,514 11 6
XIX	Bombay, Baroda and Central India .	11,175,529 8 10	410,479 13 4	269 9 2	...	410,749 2 6	11,586,278 11 4
XX	Madras .	15,215,879 13 7	529,601 2 0	...	189 7 0	529,790 9 0	15,745,670 2 7
	TOTAL ...	58,530,019 1 5	2,130,908 12 10	2,346 4 2	189 7 0	2,133,444 4 0	60,663,463 5 5

(a) Interest on overdrawn capital is for the year 1892, being charged in that year by transfer entry.

Statement showing approximately the amount advanced on account of guaranteed interest to the undermentioned railway companies to the 30th June 1892.

Serial No.	RAILWAY COMPANY.	Total amount advanced to the 31st December 1892. (b)	Aggregate of net revenue balance for the several half-years to the 30th June 1892.	Net amount advanced.
		£	£	£
XVIII	Great Indian Peninsula	33,331,515	29,785,388	3,546,127
XIX	Bombay, Baroda and Central India .	11,586,278	9,694,132	1,892,146
XX	Madras	15,745,670	7,652,945	8,092,725
	TOTAL	60,663,463	47,132,465	13,530,998

(b) Represents interest due up to the 30th June 1892 only, the interest for the half-year ended the 31st December 1892 not being paid until the succeeding half year.

NOTE.—Rupees converted into sterling at the contract rate of exchange.

STATEMENT No. 20.

Amount of total surplus profits earned on guaranteed railways for distribution between Government and railway companies to the 31st December 1892, inclusive.

Half-year ending.	* I. East Indian railway.	XVIII. Great Indian Peninsula railway.	XIX. Bombay, Baroda and Central India railway.	Eastern Bengal railway.	Sind, Punjab and Delhi railway.	* South Indian railway.	TOTAL.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
To end of 1879	6,38,77,385	1,36,72,342	4,02,862	35,88,458	...	...	8,15,41,047
June 1880	...	11,08,102	†	...	42,240	...	11,50,342
December 1880	...	...	...	10,82,149	...	...	10,82,149
June 1881	...	36,90,753	17,28,545	48,153	...	...	54,67,451
December 1881	...	13,614	...	16,33,789	...	...	16,47,403
June 1882	...	64,37,716	16,12,691	1,66,953	...	...	82,17,360
December 1882	...	...	...	17,89,680	...	...	17,89,680
June 1883	...	66,52,396	22,03,353	4,95,556	...	...	93,51,305
December 1883	...	...	86,214	5,04,829	...	...	5,91,043
June 1884	...	49,51,342	27,05,193	‡	...	...	76,56,585
December 1884	...	...	...	...	...	...	...
June 1885	...	54,04,778	22,46,727	...	2,54,585	...	79,06,090
December 1885	...	...	6,66,993	...	...	...	6,66,993
June 1886	...	66,37,691	27,31,549	...	‡	...	93,69,240
December 1886	...	13,71,491	6,64,036	...	...	...	20,35,527
June 1887	...	82,13,411	25,76,695	...	...	...	1,07,90,106
December 1887	...	...	6,644	...	...	...	6,644
June 1888	...	79,11,414	22,65,611	...	...	...	1,01,77,025
December 1888	...	7,78,571	2,64,174	...	...	...	10,42,745
June 1889	...	53,73,655	26,37,284	...	...	...	80,10,939
December 1889	...	...	3,35,498	...	...	...	3,35,498
June 1890	...	62,09,943	26,12,555	...	...	73,969	88,96,467
December 1890	...	...	2,31,686	...	...	2,18,143	4,49,829
June 1891	...	1,03,78,016	31,79,971	...	...	...	1,35,57,987
December 1891	...	...	4,32,725	...	...	...	4,32,725
June 1892	...	76,27,013	32,98,109	...	...	...	1,09,25,122
December 1892	...	...	2,75,400	...	...	...	2,75,400
TOTAL	6,38,77,385	9,64,32,248	3,31,64,515	93,09,567	2,96,825	2,92,112	20,33,72,652

* Surplus profits of the East Indian and South Indian railways after transfer to the State are omitted from this statement.

† Surplus profits were earned by the Bombay, Baroda and Central India Railway Company during the half-year, but no division took place owing to the special agreement that all surplus profits should be applied to the reconstruction of the Nerbudda bridge.

‡ The Eastern Bengal and Sind, Punjab and Delhi railways were taken over by the State from the 1st July 1884 and the 1st January 1886 respectively, and are now worked under state management.

STATEMENT No. 21.

Guaranteed railways.

NOTE.—Rupees converted into sterling at the contract rates of exchange.

YEAR.	Capital expend- ed to the 31st March.	Net revenue for the year ended the 31st December.	Guaranteed interest for the year ended the 31st December.	Interest in excess of revenue.	Revenue in excess of interest.
	£	£	£	£	£ *
1870 . . .	83,910,587	2,846,600	4,344,113	1,497,513	...
1871 . . .	87,686,857	2,686,260	4,544,764	1,858,504	...
1872 . . .	90,183,585	2,869,223	4,603,853	1,734,630	...
1873 . . .	90,660,830	3,185,069	4,613,573	1,428,504	...
1874 . . .	91,353,883	3,956,071	4,651,088	695,017	...
1875 . . .	92,441,794	3,576,514	4,641,979	1,065,465	...
1876 . . .	93,392,600	4,442,430	4,658,947	216,517	...
1877 . . .	94,108,059	6,117,226	4,662,635	...	1,454,591
1878 . . .	95,430,863	5,002,028	4,708,134	...	293,894
1879 . . .	96,444,666	5,062,188	4,748,233	...	313,955
1880* . . .	65,907,288	2,662,213	3,263,179	600,966	...
1881 . . .	66,349,320	3,110,824	3,272,651	161,827	...
1882 . . .	67,021,755	3,319,439	3,279,407	...	40,032
1883 . . .	67,431,448	3,542,973	3,289,439	...	253,534
1884 . . .	68,769,369	3,207,313	3,243,015	35,702	...
1885† . . .	66,658,570	3,505,142	3,191,169	...	313,973
1886‡ . . .	56,814,758	3,378,242	2,702,701	...	675,541
1887 . . .	57,046,325	3,326,485	2,725,445	...	601,040
1888 . . .	57,694,898	3,433,689	2,688,848	...	744,841
1889§ . . .	49,045,463	2,853,584	2,345,383	...	508,201
1890 . . .	49,385,293	3,107,217	2,361,094	...	746,123
1891|| . . .	45,091,263	3,266,586	2,151,338	...	1,115,248
1892 . . .	45,137,155	3,012,611	2,148,725	...	863,886

* East Indian railway excluded from this and subsequent years.

† Eastern Bengal railway ditto ditto.

‡ Sind, Punjab and Delhi railway ditto ditto.

§ Oudh and Rohilkhand railway ditto ditto.

|| South Indian railway ditto ditto.

STATEMENT No. 22.

Result of working the guaranteed railways for the year ending the 31st December 1892.

Serial No.	RAILWAY.	Net revenue.	Guaranteed interest.		Guaranteed interest. Sterling converted at contract rate.	Guaranteed interest. Sterling converted at average rate of exchange.	Contribution to Provident Fund.	Surplus for division 3—(5+7).	Deficit at contract rates. (5—3).	EXTRA DIVIDEND IN EXCESS OF GUARANTEED INTEREST RECEIVED BY COMPANIES AS SURPLUS PROFITS.			True surplus or deficit 3—(6+7).
			England.	India.						Rate per cent. for half-year ending the 30th June 1892.	Rate per cent. for half-year ending the 31st December 1892.		
1	2	3	4		5	6	7	8	9	10	11	12	
		Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	£ s. d.	£ s. d.	Rs.	
XVIII	GREAT INDIAN PENINSULA	2,03,59,626	1,196,289	21,810	1,30,72,235	1,88,04,314	1,41,317	71,46,074	...	1 2 6	...	+ 14,13,995	
XIX	BOMBAY, BARODA AND CENTRAL INDIA	82,13,090	417,505	2,851	45,57,450	65,57,945	82,131	35,73,509	...	1 15 0	*0 7 0	+ 15,73,014	
XX	MADRAS	42,92,133	532,481	2,066	58,10,956	83,62,369	...	...	15,18,823	...	...	— 40,70,236	
	TOTAL	3,28,64,849	2,146,275	26,727	2,34,40,641	3,37,24,628	2,23,448	1,07,19,583	15,18,823	...	...	— 10,83,227	

* Estimated.

CHAPTER VIII.

Details of revenue earnings and expenditure.

The summary of principal commodities in Statement No. 23 on page 114 shows that the earnings from public traffic tabulated under thirty-four heads amounted in 1892 on the standard and metre gauge railways to Rs. 13,77,59,795. Of this Rs. 91,90,720 were due to coal, and this sum, being chiefly earned from coal carried for foreign railways, would for the most part form no source of profit if the lines were worked as one system. Of the balance (Rs. 12,85,69,075), six heads, which chiefly comprise country produce, viz., cotton (raw), grains, jute, oil-seeds, salt, and sugar, account for Rs. 7,94,01,925, or about 60 per cent. of the whole, leaving Rs. 5,83,57,870 as the earnings under the remaining twenty-eight heads, of which about 40 per cent. are accounted for under coal, cotton piece-goods, and provisions.

2. Some interesting particulars of the grain and seeds traffic, which forms the most important item of freight on Indian railways, are given below :

The traffic in grain and seeds taken together showed a decrease compared with the preceding year of 885,903 tons, or 11.22 per cent., the actual figures being—

In 1891	...	...	...	...	...	Tons.	7,894,595
In 1892	...	...	...	...	...	Tons.	7,008,692

3. The quantities of wheat carried by the important exporting railways during the past seven years were as follows :

Railways.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Great Indian Peninsula railway ...	553,362	485,175	523,082	272,594	313,459	544,877	388,180
Bombay, Baroda and Central India railway.	146,295	42,572	92,997	83,264	40,678	215,323	140,659
East Indian railway ...	415,211	305,967	260,550	177,511	139,145	405,193	357,026
North Western (state) railway ...	249,829	130,714	298,602	422,870	438,507	716,152	344,958
TOTAL ...	1,364,697	964,428	1,175,231	956,239	931,789	1,881,545	1,230,823

The exports of wheat from the three chief ports for the past ten years are given in the following table, which also shows the percentage of exports on the estimated outturn of wheat in the financial year ending on the 31st March of the calendar year for which the export figures are given :

Railways.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.	1892.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bombay ...	488,096	376,834	565,376	623,217	468,861	489,823	310,565	281,821	661,186	483,075
Calcutta ...	405,891	130,004	213,759	338,414	231,715	149,446	78,900	67,223	220,207	180,151
Kurrachee ...	217,348	193,000	325,981	179,857	35,621	153,479	348,727	332,508	524,809	263,376
TOTAL ...	1,111,335	699,838	1,105,116	1,141,488	736,197	792,748	738,192	681,552	1,406,202	926,602
Estimated outturn of wheat in India during each previous financial year in tons ...	1882-83. 6,737,000	1883-84. 6,737,000	1884-85. 7,879,763	1885-86. 7,723,560	1886-87. 6,417,078	1887-88. 7,014,896	1888-89. 6,357,074	1889-90. 6,123,000	1890-91. 6,876,000	1891-92. 5,442,000
Percentage of exports on outturn.	16.50	10.39	14.02	14.78	11.47	11.30	11.61	11.13	20.45	17.03

From this table it would appear that the exports during 1892 formed a larger proportion of the outturn of the preceding harvest than in any previous year except 1891. It must, however, be remembered that the figures for the outturn are only estimates, and cannot therefore pretend to accuracy.

4. The following paragraphs show the principal features in the working of the standard and metre gauge railways during the year 1892. Statements giving detailed statistics for these railways will be found on pages 114 to 139.

East Indian, including the Patna-Gya Railway (Standard gauge).

5. The gross earnings amounted to Rs. 4,91,41,600 against Rs. 5,00,92,946, showing a decrease of Rs. 9,51,346, while the working expenses rose from Rs. 1,35,37,500 to Rs. 1,41,20,554, so that the net earnings fell off by Rs. 15,34,400.

The number of passengers carried increased by 41,080, but the average distance travelled, having been shorter, the earnings decreased from Rs. 1,43,67,486 to Rs. 1,37,38,246, or by Rs. 6,29,240.

The tonnage of goods carried was 5,174,064 tons against 5,016,457 tons in 1891, and the earnings Rs. 3,28,49,097 against Rs. 3,32,28,053. The results for 1892 are somewhat better as regards earnings than would appear from the foregoing figures, as the figures for 1891 include a sum of Rs. 6,00,932, which represents additional charges realised by the company on account of freight on coal carried for state railways from January 1889 to September 1891.

The chief fluctuations in the goods traffic occurred under "Coal and coke for the public," the reason for which has been explained in the foregoing paragraph; "Grains" also showed a large increase, viz., Rs. 3,77,699, chiefly owing to a rise in the traffic in gram, which was principally due to the demand for shipment from Calcutta to coast ports and Burma.

Bengal-Nágpur Railway (Standard gauge).

6. The mean mileage worked during 1892 was 831.58 miles against 810.82 miles in the previous year. The increase was due to the Jharsuguda-Goilkera and Birsinghpur-Biláspur sections having been worked for only a portion of 1891.

The gross earnings increased from Rs. 54,57,356 to Rs. 60,83,562 and the working expenses from Rs. 27,72,904 to Rs. 30,75,396. The net earnings amounted to Rs. 30,08,166, or Rs. 3,23,714 more than in the previous year.

The number of passengers carried and the earnings therefrom amounted to 1,960,975 and Rs. 9,89,345 against 1,554,803 and Rs. 8,20,449 respectively. There was an improvement of 410,844 in number carried and of Rs. 1,73,805 in the 4th or lowest class passenger traffic, due to the line having been open throughout during the year, and to the reduction in fare from 2½ to 2 pies per mile since October 1891.

The tonnage of goods carried rose from 1,103,060 tons to 1,207,671 tons, and the earnings from Rs. 39,96,661 to Rs. 45,61,506.

The principal fluctuations under "General merchandise" occurred in the traffic in coal, cotton (raw), grains, oils, spices, and oil-seeds. The increase of 38,175 tons and of Rs. 54,034 in the coal traffic was due to larger despatches from the Sanctoria branch. The increase under cotton (raw) of 1,846 tons and of Rs. 52,721 occurred in despatches from Hinganghát and the Berars to Cawnpore and other places in the North-Western Provinces *via* Nágpur and Katni.

The quantity of grains carried fell off by 31,712 tons, due to the failure of the wheat crop and to smaller demands for shipment. There was, however, an increase in earnings of Rs. 92,544 owing to a larger quantity of rice having been carried for the famine-stricken districts in Madras, which gave a long lead over the railway.

The traffic in oils showed an increase of 18,048 tons and of Rs. 96,589 owing to the carriage of larger quantities of kerosine oil from Howrah and Budge Budge to stations on the railway.

The increase of 1,515 tons and of Rs. 65,020 in spices was due to an improvement in the traffic in chillies from Bengal.

There was a decrease of 22,688 tons and of Rs. 85,965 in oil-seeds owing chiefly to the failure of crops in the Nágpur, Chhattísgarh, and other districts.

The sundry earnings showed a decrease of Rs. 1,14,867, due to a special credit in 1891 of Rs. 1,49,528 on account of arrear charges for interest and depreciation of rolling stock lent to construction in previous years.

Of the increase of Rs. 3,02,492 in the working expenses, Rs. 1,43,376 occurred under "Maintenance of way, works and stations;" Rs. 1,12,245 under "Locomotive expenses;" and Rs. 81,016 under "Traffic expenses."

The increase under "Maintenance of way, works and stations" was due to a write-back of Rs. 2,00,462 on account of engineering establishment charges of previous years which had been credited to this head in 1891.

The remaining increases were due to the working of the Asansol-Chakardharpore section having been taken over from the East Indian Railway Company, and to the adjustment of arrear charges on account of the Asansol and Katni joint stations.

Indian Midland Railway system (Standard gauge).

7. The gross earnings of the Indian Midland railway, including the Bhopal-Itarsi railway, for the year 1892 amounted to Rs. 50,78,521, and the working expenses to Rs. 31,29,981 against Rs. 47,53,675 and Rs. 31,79,741 respectively in the previous year, the net earnings being Rs. 19,48,540 against Rs. 15,73,934.

The number of passengers carried was 1,729,937 against 1,559,635, the earnings therefrom amounting to Rs. 17,54,491 against Rs. 16,02,901. A religious festival for Hindoos which occurred in March 1892 partly accounts for the increased passenger earnings.

The weight of goods lifted was 622,282 tons, and the earnings therefrom amounted to Rs. 28,65,714 against 570,793 tons and Rs. 26,87,909 in 1891. The increase in the tonnage lifted and in the earnings was chiefly due to a heavier wheat traffic during the first half of 1892.

An additional out-agency was opened on the 1st of December 1892 at Hatta, 72 miles from Saugor station.

North Western (state) Railway system (Standard gauge).

8. The mean mileage of the North Western (state) railway and branches, including the Jammu and Kashmir railway, Native state section, worked during 1892 was 2,444.28 miles against 2,395.45 miles in the previous year, the increase being due to the opening of 28.41 miles from Kila Abdulla to Chaman on the 1st January 1892, and of 36 miles from Kundián to Mári on the 15th March 1892.

The mean mileage worked during 1892 was divided as under :

	Miles.
Commercial section (main line and branches)	1,606.86
Military section (Sind-Pishin and Sind-Sagar railways, including the Khusálgarh branch)	837.42
	<u>2,444.28</u>

The Amritsar-Pathánkot railway was worked as a leased line up to the 31st March 1892, after which date it was transferred from Provincial to Imperial, and absorbed into the North Western railway system.

The year under review was not financially favourable as compared with 1891, which was an exceptionally prosperous year. The earnings amounted to Rs. 2,64,35,665 in 1892 against Rs. 3,24,66,096 in the preceding year, showing a decrease of Rs. 60,30,431; but the decrease compared with 1890, which may be regarded as a normal year, was only Rs. 8,51,156. The working expenses* were less by Rs. 33,76,664 and the net earnings by Rs. 26,53,766.

The number of passengers carried was more by 216,907, but the earnings fell off by Rs. 2,72,457; the increase in number carried with decreased earnings is accounted for by the average distance travelled by passengers having been greater in 1891.

The coaching traffic of 1891 was exceptionally good owing to the great Kumbha fair which was held at Hardwar in April 1891. The decrease in earnings for 1892 is attributable to a sickly season, a bad harvest, and to general slackness of trade in the provinces served by the railway. The stoppage in March 1892 on account of cholera of the Mahawarni fair at Hardwar, from which a much larger traffic than from the Kumbha fair of 1891 was anticipated, also partly accounted for the decrease.

* Excluding rent of leased lines.

The tonnage of goods carried was less by 586,052 tons and the earnings by Rs. 54,92,544, due chiefly to the failure of the wheat crops and to dull English markets, which caused a diminution of exports from this country. The breaches in line by floods also to some extent affected the flow of traffic.

The principal fluctuations in working expenses were decreases of Rs. 21,43,087, Rs. 4,11,693, and Rs. 9,01,714 under "Maintenance of way, works, and stations," "Locomotive expenses," and "Carriage and wagon expenses," and an increase of Rs. 85,556 under "Traffic expenses."

The decrease under "Maintenance of way, works and stations" was principally due to smaller charges on maintenance and renewals of permanent-way owing chiefly to the late arrival of material for renewals from England. The restoration of flood damages cost Rs. 8,35,919.

The decrease under "Locomotive expenses" occurred under "Fuel," Rs. 2,94,544, and "Carriage of revenue stores," Rs. 1,04,420. The decrease in the "Carriage and wagon expenses" mainly occurred under "Repairs and renewals of vehicles," Rs. 8,20,715, the number of vehicles renewed in 1892 having been 32 coaching and 93 goods against 17 coaching and 544 goods in the preceding year.

The increase in the "Traffic expenses" was chiefly due to extra staff engaged for the Kundlān-Māri branch and the Chaman extension which were opened for traffic during the year.

The following statement compares the North Western (state) railway Through booking to and from Europe. earnings from passenger and parcels traffic in connection with the through booking arrangements to and from Europe during the years 1891 and 1892 :

				PREVIOUS YEAR.		1892.	
				No. or weight.	Amount.	No. or weight.	Amount.
<i>From India to England.</i>				No.	Rs.	No.	Rs.
1st class passengers	...	...	...	227	12,433	165	9,337
2nd class passengers	...	...	...	28	811	32	923
3rd class passengers	...	...	...	17	179	2	17
Luggage	...	...	...	Tons 4·653	841	Tons 5·162	835
Parcels	...	...	...	„ 3·946	799	„ 4·189	789
TOTAL				...	15,063	...	11,901
<i>From England to India.</i>				No.	Rs.	No.	Rs.
1st class passengers	...	...	...	118	6,621	114	6,678
2nd class passengers	...	...	...	18	536	13	368
3rd class passengers	...	...	...	6	58	5	54
Luggage	...	...	...	Tons 9·190	1,211	Tons 14·846	2,147
Parcels	...	...	...	„ 1·126	233	„ 0·918	*195
TOTAL				...	8,659	...	9,442

It will be noticed that there was a decrease in the passenger traffic chiefly owing to a falling off in the number of first class passengers to England. The principal stations booking to England were Lahore, Rāwalpindi, Umballa, Peshāwar, Delhi, Pathānkot, Siālkot, Meean Meer, and Sahāranpur, while the principal stations to which passengers were booked from England were Lahore, Rāwalpindi, Meean Meer, Peshāwar, Jhelum, Umballa, and Pathānkot. The reduction in the through parcels rate from 8 annas to 4 annas per lb., which came into force from the 15th April 1890, does not appear to have had any stimulating effect on this traffic.

*Exclusive of an adjustment of bookings of the previous year.

The following table exhibits the capital outlay and revenue transactions for the commercial and military sections of this railway separately for 1892 :

	Commercial section.	Military section.	Total.
	Rs.	Rs.	Rs.
Total capital outlay on open line, including steam-boat and suspense.	30,36,53,334	12,13,82,153	42,50,35,487
	Miles.	Miles.	Miles.
Mean mileage worked	1,606·86	837·42	2,444·28
Train-mileage	6,698,414	1,219,699	7,918,113
	Rs.	Rs.	Rs.
Gross earnings	2,34,00,232	30,35,433	2,64,35,665
Working expenses	1,30,05,934	39,78,771	1,69,84,705
Net earnings	1,03,94,298	—9,43,338	94,50,960
Percentage of working expenses to gross earnings ...	55·58	131·08	64·25
Percentage of net earnings on total capital outlay, including suspense.	3·42	—0·78	2·22

Hyderabad-Umarkot Railway (Standard gauge).

9. The section from Gidu Bandar to Shadipalli, a distance of 58·91 miles, was opened for traffic on the 18th August 1892. The mean mileage worked during the year was 21·90 miles.

The gross earnings amounted to Rs. 33,206 and the working expenses to Rs. 35,155, showing a loss of Rs. 1,949.

The number of passengers carried was 91,200 and the tonnage of goods lifted 8,684 tons. The earnings were Rs. 18,098 and Rs. 13,641 respectively.

The line is worked by the North Western (state) railway at 45 per cent. on the gross receipts *plus* actual maintenance charges.

Oudh and Rohilkhand (state) Railway (Standard gauge).

10. The gross earnings amounted to Rs.85,42,837 against Rs. 85,64,209 in 1891, or a decrease of Rs. 21,372, while the working expenses fell from Rs. 33,21,751 to Rs. 35,26,507, resulting in an increase of Rs. 73,872 in the net earnings of the year.

Notwithstanding the circumstance that the Mahawarni fair at Hardwar in March 1892 had to be stopped owing to an outbreak of cholera, there was an increase of 89,844 in the number of passengers carried. This was mainly due to the National Congress held at Allahabad in December 1892 and to the Kartikie bathing fair which took place during the 2nd half of the year. The earnings from the carriage of passengers, however, fell off by Rs. 86,869, due partly to the shorter distance travelled by 3rd class passengers, and partly to refunds made to passengers who were booked and not permitted to proceed to Hardwar during the fair.

The tonnage of goods carried rose from 1,136,467 tons to 1,228,088 tons, and the earnings from Rs. 42,75,549 to Rs. 44,12,793. The principal increases of 74,788 tons and of Rs. 3,21,186 and of 12,235 tons and Rs. 63,475 occurred in the traffic in sugar and oil-seeds, and were due to a strong demand for shipment of seeds to Europe and to last year's crop of sugarcane having been a large one and the demand for undrained sugar keen.

The large decrease of 28,334 tons and of Rs. 2,02,426 in the traffic in coal and coke carried for the public and foreign railways was due to the fact that coal booked principally for the North Western (state) railway from Bengal to the Punjab has been diverted from the Moghal Sarai-Saháranpur route over the Oudh and Rohilkhand (state) railway to the Moghal Sarai-Gháziabad route over

the East Indian railway. The traffic in grains also showed a decrease of 54,538 tons and of Rs. 1,57,427.

The principal fluctuations in the working expenses were increased charges on maintenance and renewal of permanent-way amounting to Rs. 1,40,676, heavy renewals having been carried out during the year, and the cost of material having been higher in consequence of the fall in the rate of exchange.

The locomotive expenses were less by Rs. 1,66,499, due chiefly to the payment to the East Indian railway during 1891 of arrear freight charges on coal, and to a reduction in the same year in the rate for the carriage of revenue stores.

During the year 1892 the mail train engines and rolling stock were equipped with the automatic vacuum brake.

Eastern Bengal (state) Railway (Standard, metre, and special gauges).

11. The gross earnings fell from Rs. 1,26,75,440 to Rs. 1,15,56,445, or by Rs. 11,18,995; but as the working expenses were less by Rs. 8,20,621, the net earnings showed a decrease of Rs. 2,98,374 only, having fallen from Rs. 65,32,101 to Rs. 62,33,727.

In the tables in this report the results of working the following sections of the Eastern Bengal (state) railway system are shown separately :

Standard gauge section.

Northern and Behar (metre gauge) sections, including the Kaunia-Dharlla (2' 6" gauge) branch.

Dacca (metre gauge) section.

The decrease in the number of passengers carried and in the earnings therefrom amounted to 263,291 and Rs. 4,36,483 respectively. This was principally due to the large number of pilgrims who travelled during the Ardhodya Joge festival in February 1891, and partly to the Manipur expedition in April and May of the same year.

The tonnage of goods carried fell from 1,296,663 tons to 1,258,264 tons, and the earnings from Rs. 70,30,390 to Rs. 65,89,652.

The jute traffic showed a decrease of 14,893 tons carried and of Rs. 2,40,195 in the earnings due to deficient crops. The traffic in grains, excluding rice, also fell off by 50,609 tons and Rs. 1,74,066 owing to scanty rainfall.

Noticeable increases occurred in the traffic in cotton piece-goods, kerosine oil, metals, tea, and tobacco. In cotton piece-goods, the increase in quantity was 3,791 tons and in the earnings Rs. 49,701 due to large despatches from Calcutta and the Port Trust railway stations to Northern Bengal, Pubna, and the Manikganj services, and to the River Steam Navigation Company's service to Assam *viâ* Goalundo. In kerosine oil there was an increase of Rs. 27,409, due to despatches from Budge-Budge having increased owing to the carriage by boat of this commodity having been prohibited within certain limits of the port of Calcutta. The increase of 8,754 tons and of Rs. 59,291 under metals was attributable to the despatches from Calcutta, Chitpore, and the Port Trust railway to Kooshtea, Jalpáiguri, and Mogalhát stations and to stations on the Darjeeling-Himalayan railway. The increases in the quantity of tea and tobacco carried and in the earnings therefrom were 3,763 tons and Rs. 31,052 and 2,441 tons and Rs. 27,009 respectively. The former was due to the improvement in the consignments from Jalpáiguri, Cachar, Darjeeling-Himalayan railway, and the River Steam Navigation Company's service *viâ* Goalundo to Calcutta and the Port Trust railway, and the latter to larger despatches from Rungpore, Kaunia, and Domár owing to the markets at Rangoon and Moulmein having been favourable.

The principal decrease in the working expenses, *viz.*, Rs. 8,27,107, occurred under "Maintenance of way, works and stations," and was chiefly due to less expenditure on maintenance and renewal of permanent-way and on repairs of bridges, &c.; the expenditure on the latter account was abnormal in 1891, as the cost of heavy repairs to the banks and bridges on the Behar section damaged by the flood of 1890 and the construction of a siding from Chota-Bakla level crossing to Dowlutdia was charged off in that year. The decrease was also partly due to the cost of general superintendence and repairs of stations and buildings on the Northern section having been heavier in the first half of 1891.

Bengal Central Railway (Standard gauge).

12. The gross earnings fell from Rs. 8,11,666 to Rs. 7,69,347. The working expenses amounted to Rs. 4,56,444 against Rs. 4,83,930 and the net earnings to Rs. 3,12,903 against Rs. 3,27,736.

There was an improvement of 45,141 in the number of passengers carried, but a decrease of Rs. 41,726 in earnings. The increase in the number carried with decreased earnings was due to the average distance travelled by passengers having been less in 1892, while the decrease in earnings is also accounted for by the fact that in 1891 there was an exceptional passenger traffic on the occasion of the Ardhodya Joge bathing festival.

The tonnage of goods carried was less by 4,203 tons, but the earnings increased by Rs. 2,086 due to longer leads in 1892.

The decrease in the working expenses was partly due to the decrease in the earnings, the line being worked by the Eastern Bengal (state) railway at a fixed percentage on gross earnings, and partly to the expenditure on the maintenance of the line having been less by Rs. 13,421.

Great Indian Peninsula Railway system (Standard gauge).

13. The gross earnings amounted to Rs. 4,06,65,627 against Rs. 4,52,55,333 in 1891, and the working expenses* to Rs. 2,00,05,341 against Rs. 2,15,07,244. The net earnings showed a decrease of Rs. 30,87,803, having fallen from Rs. 2,37,48,089 to Rs. 2,06,60,286.

The number of passengers carried increased by 75,075, while the earnings therefrom decreased by Rs. 62,673. The decrease in earnings with an increase in number carried was due to longer leads in 1891.

The earnings from "Other coaching" traffic fell off by Rs. 1,66,418, due chiefly to opium being now carried by goods trains instead of by passenger trains as parcels, and to smaller receipts from the carriage of military horses and mules.

The weight of goods carried and the earnings therefrom showed a falling off of 246,091 tons and of Rs. 44,17,852 respectively.

The large decrease under "General merchandise" occurred principally in the traffic in wheat and other food-grains, linseed and tilseed, provisions, sugar, oils, and cotton piece-goods, and was accounted for generally by the abnormally heavy traffic of the preceding year which was occasioned by demands from Europe. A decrease of over two lakhs in the conveyance of coal and coke for revenue is attributable to a reduction in the rate of carriage and to a falling off in train mileage.

The decrease in the working expenses occurred chiefly under "Maintenance of way, works and stations," "Locomotive expenses," and "Carriage and wagon expenses." The decrease under "Maintenance of way, works and stations" was due to less material having been used owing to a shorter length of line having been renewed, to decrease in the average rates at which rails, tie-bars, pot-sleepers, &c., were issued, and to large credits for stores returned. That under "Locomotive expenses" was caused by the low average issue rates of both English and Indian coal, by less overtime consequent on decreased train-mileage, by large credits for old materials, and by less coal carried for revenue at reduced rates. The decrease under "Carriage and wagon expenses" was caused by smaller issues of materials for repairs and renewals of vehicles than in the previous year.

The traffic expenses were practically the same as in 1891 notwithstanding the fact that the traffic was considerably less in 1892. This was due to additional staff, &c., required for new crossing stations opened during the year, and to increases in the staff at Wadi Bandar, Poona, and other junctions.

Bombay, Baroda and Central India Railway (Standard gauge).

14. The gross earnings increased from Rs. 1,41,37,769; in 1891 to Rs. 1,42,44,478, or by Rs. 1,06,709; but as the working expenses† were more by Rs. 2,00,870, the net earnings showed a decrease of Rs. 94,161, having fallen from Rs. 82,25,120 to Rs. 81,30,959.

* Includes contributions to the provident fund and expenditure incurred direct by the State on leased lines, but excludes rent paid for the lease of these lines.

† Including contribution to the provident fund.

The increase in the number of passengers carried and in the earnings therefrom amounted to Rs. 2,41,504 and Rs. 1,04,311 respectively, chiefly due to an improvement in the second and third class passenger traffic.

The tonnage of goods carried rose from 1,396,645 tons to 1,429,718 tons, but the earnings decreased from Rs. 93,74,364 to Rs. 92,99,145, or by Rs. 75,219.

The decrease in earnings with an increase in the tonnage carried was due to longer average leads in 1891. The decrease in earnings was principally due to a falling off in the wheat traffic.

The principal fluctuations in working expenses were decreases of Rs. 67,618 and Rs. 64,038 under "Maintenance of way, works and stations" and "Locomotive expenses" respectively, and increases under "Carriage and wagon expenses," "General charges," and "Special and miscellaneous expenditure" of Rs. 1,82,812, Rs. 69,672 and Rs. 78,311 respectively.

The decrease under "Maintenance of way, works and stations" was due to smaller outlay on renewals of rails, and to the expenditure on flood damages having been heavier in 1891, and that under "Locomotive expenses" partly to a smaller quantity of coal having been consumed consequent on the decrease in the train-mileage run, and partly to its cost having been lower. There was also a credit of Rs. 17,000 on account of ten tank wagons transferred to capital.

The increase in the "Carriage and wagon expenses" was due to heavier repairs to coaching and goods vehicles and to the unfavourable rate of exchange, while that under "General charges" was due to the commission and stamp charges and exchange charges thereon paid in England in January 1892 in connection with a fresh issue of debentures. The increased charges for inspection of material during the 2nd-half of 1892 and the unfavourable rate of exchange also accounted for the increase under "General charges."

Under "Special and miscellaneous expenditure" the increase was partly due to heavier payments for compensation claims for goods damaged, and partly to special payments made for personal injuries; also to a contribution; of Rs. 12,000 having been made towards the educational fund.

Madras Railway (Standard gauge).

15. The gross earnings for the year 1892 were in excess of those of the previous year by Rs. 2,79,981. The working expenses showed a decrease of Rs. 1,05,621, so that the net earnings were better by Rs. 3,85,603, having risen from Rs. 39,06,530 to Rs. 42,92,133.

The number of passengers carried amounted to 9,053,062, and the earnings therefrom to Rs. 32,35,161 against 8,553,214 and Rs. 31,13,195 in the previous year. The passenger traffic of 1892 shows the largest number ever carried in one year on this railway.

The tonnage of goods fell from 1,179,236 to 1,120,273, while the earnings rose from Rs. 55,38,684 to Rs. 56,90,712. The increased earnings with a decrease in the tonnage carried is probably accounted for by the introduction of terminal charges on all merchandise traffic. These charges at the rate of 4 pies per maund at each end for local traffic and at the Madras railway end for foreign traffic were in operation from the 1st January 1892.

The principal fluctuations in the working expenses were an increase of Rs. 1,46,592 under "Maintenance of way, works and stations" and a decrease of Rs. 2,53,128 under "Locomotive expenses."

The former was principally due to the increased expenditure on account of loss by exchange, to which Rs. 93,848 of the increase is attributable, and partly to heavier renewals. The decrease in the "Locomotive expenses" is accounted for by the charge for eight new engines having been included in the accounts for 1891.

The Nizam's Guaranteed State Railway system (Standard gauge).

16. The gross earnings of the system, including the Bezvada extension railway, during 1892 amounted to Rs. 27,80,641 against Rs. 27,76,437, and the

working expenses* to Rs. 14,28,072 against Rs. 14,89,878. The net earnings were better by Rs. 66,010, having risen from Rs. 12,86,559 to Rs. 13,52,569.

The number of passengers carried was more by 68,439 and the earnings by Rs. 18,722.

The tonnage of goods carried fell off by 57,004 tons and the earnings by Rs. 32,189. The traffic in grains and metals showed increases of 3,384 tons and of Rs. 29,812 and of 3,986 tons and of Rs. 40,239 respectively, while that in oilseeds and provisions showed decreases of 8,428 tons and of Rs. 46,279 and of 909 tons and of Rs. 25,177 respectively.

The decrease in the working expenses was principally due to the expenditure under "Maintenance of way, works and stations" and "Locomotive expenses" having been less by Rs. 49,001 and Rs. 40,820 respectively.

The Gaekwar's Petlad Railway (Standard gauge).

17. The gross earnings rose from Rs. 59,113 to Rs. 61,242 and the working expenses from Rs. 22,767 to Rs. 26,485. The net earnings thus showed a decrease of Rs. 1,589, having fallen from Rs. 36,346 to Rs. 34,757.

Rajpura-Bhatinda Railway (Standard gauge).

18. The gross earnings amounted to Rs. 5,64,053 against Rs. 7,19,859 and the working expenses to Rs. 3,10,229 against Rs. 3,95,922, resulting in a decrease in the net earnings of Rs. 70,113. The increase in the number of passengers carried and in the earnings therefrom amounted to 35,542 and Rs. 10,770 respectively.

The tonnage of goods carried fell from 165,019 tons to 118,390 tons and the earnings from Rs. 4,03,904 to Rs. 2,40,601. The decrease was due chiefly to the traffic in grains having been abnormally large in the previous year.

The line is worked by the North Western (state) railway on a fixed percentage on the gross earnings.

Bengal and North-Western Railway system (Metre gauge).

19. The mean mileage worked during 1892 was 754.16 miles against 717 miles in the previous year. The increase was due to the extensions from Colonelganj to Gogra Ghât of the Company's section and from Bairagnia to Dheng of the Tirhoot section having been opened for traffic from the 1st February and the 1st March 1892 respectively, and to the Chupra-Revelganj and Gonda-Colonelganj branches of the Company's section and the Sitamarhi-Dheng branch of the Tirhoot section having been worked for a part of 1891 only.

The gross earnings of the combined system increased from Rs. 49,66,189 in 1891 to Rs. 51,23,939, or by Rs. 1,57,750; but as the working expenses were more by Rs. 1,18,523, the net earnings showed an improvement of only Rs. 39,228, having risen from Rs. 29,77,841 to Rs. 30,17,069.

Taking the two sections separately, the results of working during the years 1891 and 1892 compare as under:

	Gross earnings.		Working expenses.		Net earnings.	
	1891.	1892.	1891.	1892.	1891.	1892.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Company's section	24,76,910	29,39,077	8,52,917	12,37,823	16,23,993	17,01,254
Tirhoot section	24,89,279	21,84,862	11,35,431	8,69,047	13,53,848	13,15,815

The increase in the gross earnings occurred on the Company's section, where it amounted to Rs. 4,62,167. There was a decrease of Rs. 3,04,417 on the Tirhoot section.

The decrease in the number of passengers carried and the increase in the earnings therefrom amounted to 37,187 and Rs. 5,999 respectively. The decrease in the number carried was caused by the scarcity in Tirhoot, and the

* Excludes rent paid by the Nizam's Guaranteed State Railways Company for the lease of the Bezvâda extension railway and amount charged to the Bezvâda extension railway for hire of rolling-stock, but includes expenditure incurred direct by the State on that line.

improvement in the earnings was due to an increase in the number of return journey tickets.

The tonnage of goods carried rose from 665,741 to 672,558 and the earnings from Rs. 23,57,102 to Rs. 25,20,555. The increase occurred wholly on the Company's section.

The noticeable increases under "General merchandise" occurred in the traffic in grains, oilseeds, sugar, and tobacco.

The increases in the earnings from the carriage of grains and oilseeds, amounting to Rs. 1,04,955 and Rs. 44,512 respectively, were due to longer leads on the Company's section, while the decreases of 8,263 and 4,625 tons respectively in the tonnage carried are ascribed to defective crops. Owing to favourable harvests and a brisk trade, the traffic in sugar and tobacco showed increases of Rs. 31,883 and Rs. 23,050 in earnings and of 7,217 and 4,569 tons in the quantities carried respectively.

The decreases in the "General merchandise" traffic, which are of minor importance, were spread over several commodities.

The principal variations in the working expenses were increases of Rs. 51,965 under "Maintenance of way, works and stations," Rs. 48,399 under "Traffic expenses," and Rs. 70,223 under "Special and miscellaneous expenditure," and a decrease of Rs. 61,865 under "Steam-boat service."

The increase under "Maintenance of way, works and stations" was chiefly due to large renewals of sleepers on the Company's section and to large renewals of rails on the Tirhoot section, also to charges for establishment on the Tirhoot section having been previously debited against Capital.

The increase in the "Traffic expenses" was due to a large debit for stationery and to arrear charges paid to the East Indian railway for transshipment of goods at Digha, and to the opening of the Bahramghât branch.

The decrease under "Steam-boat service" and the increase under "Special and miscellaneous expenditure" were principally due to the working expenses of the Ajodhya, Bahramghât, and Revelganj ferries having been shown under the former head in 1891, and under the latter head in the year under review.

Rajputana-Malwa Railway (Metre gauge).

20. The gross earnings increased from Rs. 2,17,89,570 in 1891 to Rs. 2,24,00,454, or by Rs. 6,10,884; and as the working expenses were less by Rs. 2,86,826, the net earnings showed an improvement of Rs. 8,97,710, having risen from Rs. 1,23,17,065 to Rs. 1,32,14,775.

The number of passengers carried fell from 9,627,626 to 8,982,782, the earnings therefrom were, however, more by Rs. 41,727. The increase in earnings with a decrease in the number carried was due to the passengers having travelled longer distances in the year under review.

The tonnage of goods carried rose from 1,596,700 tons to 1,718,250 tons, and the earnings from Rs. 1,52,52,527 to Rs. 1,55,67,082.

The principal increases under "General merchandise" occurred in the traffic in oilseeds, 40,545 tons and Rs. 4,25,968; sugar, 11,387 tons and Rs. 1,55,461; provisions, 8,445 tons and Rs. 86,460; and salt, 4,657 tons and Rs. 65,772. The traffic in grains increased by 31,503 tons, but the earnings fell off by Rs. 3,38,243.

The decrease in the working expenses was principally due to less expenditure on wheels and axle-changing operations, and to a smaller number of vehicles having been repaired and renewed.

Southern Mahratta Railway system (Metre gauge).

21. The mean mileage worked during 1892 was 1,384·95 miles against 1,361·31 miles in the previous year, the increase having been due to the opening of the Yesvantpur-Dodballapur section, 19·93 miles, on the 15th December 1892, and to the following openings in 1891:

Miraj to Kolhápúr, 29·07 miles, opened on 21st April 1891.

Mysore to Nanjangūd, 15·25 miles, opened on 1st December 1891.

The gross earnings fell from Rs. 61,43,473 in 1891 to Rs. 59,41,076; and as the working expenses* (given approximately for 1892) rose from Rs. 40,69,915 to Rs. 40,84,055, the net earnings showed a decrease of Rs. 2,16,537.

* Includes contribution to the provident fund.

The increase in the number of passengers carried and in the earnings therefrom amounted to 307,347 and Rs. 9,957 respectively. The comparatively small improvement in earnings was due to a recent reduction in the 3rd class fares.

The tonnage of goods carried fell from 752,365 tons to 646,293 tons,* and the earnings from Rs. 33,44,378 to Rs. 31,67,504.

The noticeable increases under "General merchandise" occurred in the traffic in oils, 5,082 tons and Rs. 24,953; provisions, 12,412 tons and Rs. 1,08,293; salt, 8,416 tons and Rs. 36,686; spices, 2,856 tons and Rs. 44,318.

The importations of kerosine oil are steadily increasing. The increase in the traffic in provisions was due to the large business in cocoanuts in the 1st-half of 1892 and to good crops. The ready market for Portuguese salt increased the imports *viá* the frontier in the 2nd-half of 1892. The increase in the traffic in spices was due to improved bookings of chillies and betel-nuts from Guntúr and Byádgi.

Large decreases appear in the traffic in cotton (raw) 24,829 tons and Rs. 1,70,106; oilseeds, 14,235 tons and Rs. 84,800; sugar, 3,273 tons and Rs. 29,998. These were due to deficient rainfall during 1891-92 and the consequent failure of the crops.

Under "Military stores" there was an increase of 1,563 tons and of Rs. 34,331, principally due to larger bookings from Belgaum to Bellary in the 1st-half of 1892, and from *viá* Poona to Belgaum and Bellary in the 2nd-half of the year.

South Indian Railway system (Metre gauge).

22. There was an increase of 203·85 miles in the mean mileage worked during 1892, due to the Pákala-Váyalpád, Váyalpád-Dharmavaram, and Dharmavaram-Guntakal sections having been opened for traffic during the year. The first section was opened on the 1st January 1892 and the latter two on 1st March for goods traffic only, and for passenger traffic on 20th March and 1st June 1892 respectively. The increase in the mean mileage worked was also due to the Tiruvannámalai-Tirupati section having been worked during a portion only of 1891.

The gross earnings increased from Rs. 70,56,862 in 1891 to Rs. 77,30,337, or by Rs. 6,73,475; and as the working expenses were more by Rs. 2,54,273 only, the net earnings showed an improvement of Rs. 4,19,201, having risen from Rs. 24,49,731 to Rs. 28,68,932.

The increase in the number of passengers carried and in the earnings therefrom amounted to 868,914 and Rs. 3,52,387 respectively. This improvement is attributable to the increase in the mean mileage worked, to the occurrence of certain native festivals, and to the general development of the passenger traffic throughout the line.

The tonnage of goods lifted amounted to 1,824,217 tons against 1,623,060 tons, showing an increase of 201,157 tons. The earnings rose from Rs. 32,31,034 to Rs. 33,47,720.

The noticeable fluctuations under "General merchandise" occurred in the traffic in dyes and tans, grains, metals, oils, salt, oilseeds, stone and lime, provisions, and "All other articles of merchandise."

The increase of 2,277 tons and of Rs. 11,298 in dyes and tans, which occurred during the latter part of the year, was principally in avaram bark from stations on the Pákala-Dharmavaram section to Madras and other stations.

The quantity of grain carried was less by 737 tons, but there was an increase in the earnings of Rs. 26,310. This was due to a decrease in the traffic from the Tanjore district and to the requirements of the Madura and Tinnevely districts having been met by supplies from Madras, South Arcot, Nellore, Trichinopoly, and stations on the Madras railway *viá* Erode, which gave a longer lead.

In metals the decrease in weight of 1,032 tons and the increase in earnings of Rs. 8,234 was due to a longer lead in railway materials for the Dharmavaram-Mysore frontier section.

The improvement of 890 tons and of Rs. 10,202 in oils was in the traffic in kerosine oil from Madras to the south, which gave a longer lead, and was to some extent due to the low market rate in Madras.

* Approximate.

The increase in the salt traffic of 2,044 tons and of Rs. 19,982 was from Nellore and Vencatachellum Chatram to the Pákala-Dharmavaram section and from Tuticorin to Trichinopoly.

Under oilseeds the decrease of 22,097 tons in the weight carried was due to the failure of crops, while the increase of Rs. 2,972 in the earnings was caused by a larger traffic in ground-nuts.

Owing to a decrease in the quantity of stone carried from the Palávaram quarries to Madras for the Harbour works, the traffic under the head of stone and lime fell off by 65,245 tons and Rs. 43,039.

The principal fluctuations in the working expenses were a decrease of Rs. 2,09,119 under "Maintenance of way, works and stations" and increases of Rs. 1,42,624, Rs. 1,08,780, Rs. 1,20,174, and Rs. 84,662 under "Locomotive expenses," "Carriage and wagon expenses," "Traffic expenses," and "General charges" respectively. The decrease under "Maintenance of way, works and stations" was mainly due to a shorter length having been renewed with 50 lbs. rails and to the abnormal amount debited to loss on stores in 1891 on account of unserviceable broad and metre gauge material. The increase in the "Locomotive expenses" was owing to five new locomotive engines having been received to replace unserviceable ones. The increase in the "Carriage and wagon expenses" was chiefly under repairs and renewals, the stock having reached an age when heavy repairs and renewals are necessary. The increases under "Traffic expenses" and "General charges" were distributed over several items.

Burma (state) Railway system (Metre gauge).

23. The mean mileage worked during 1892 was 691·81 miles against 583·38 miles in the previous year. The mean mileage worked in both years includes the open sections of the Mu Valley state railway. The increase was principally due to the opening for goods traffic on the 4th April 1892 of 100 miles of the Mu Valley state railway from Shwebo to Wuntho, and partly to the Sagaing-Shwebo section, 55½ miles, and the Myohaung branch, 6 miles, having been open for traffic during a portion only of 1891.

The gross earnings increased from Rs. 58,55,197 to Rs. 71,00,618, or by Rs. 12,45,421; but as the working expenses were more by Rs. 2,30,726, the net earnings showed an improvement of Rs. 10,14,695 only. These figures would probably have been more favourable had the line between Shwebo and Wuntho been opened for passenger as well as for goods traffic.

The number of passengers carried was 6,665,624 against 5,540,347 in the previous year, the earnings being Rs. 38,98,887 against Rs. 32,24,931 respectively, showing an increase for the year under review of 1,125,277 in number and Rs. 6,73,956 in earnings, which was chiefly due to the expansion of traffic and to the increased demand for labourers from Upper Burma owing to the increased area of paddy under cultivation; also to the continued scarcity in Upper Burma leading to abnormal movements of Burmans towards Lower Burma.

The tonnage of goods rose from 677,040 tons to 814,156 tons, and the earnings therefrom from Rs. 23,54,622 to Rs. 28,89,782, showing an increase of 137,116 tons and of Rs. 5,35,160.

In the traffic in grains there was an increase in the earnings of Rs. 2,47,109, chiefly due to husked rice having been carried in abnormal quantities throughout the year to meet the scarcity prevailing in Upper Burma. There was an increase of Rs. 61,430 in catch, principally due to the expansion of trade and to the necessity for bringing this commodity from more distant places as the forests near Rangoon become exhausted. Under the head of "Railway wooden sleepers" there is an apparent decrease of Rs. 20,651, mainly due to the fact that the wooden sleepers for export were registered during 1891 under the head of "Railway wooden sleepers," while in 1892 they were registered under the head of "Timber wrought." There was an increase of Rs. 50,742 under "Timber wrought," due partly to the fact above explained, and partly to increase in trade. Salt showed an increase of Rs. 4,492.

The steamer service between Amarapura and Sagaing shores, which was opened on the 22nd of February 1892, yielded a revenue of Rs. 18,236, of which Rs. 10,017 were derived from passengers and Rs. 8,053 from general merchandise. On the 12th April the ferry was opened for the crossing of loaded goods vehicles, the daily average number of vehicles crossed being ten.

The principal fluctuations in the working expenses were increases of Rs. 1,19,342 under "Locomotive expenses," Rs. 1,24,995 under "Traffic expenses," and Rs. 53,677 under "Steam-boat service," and a decrease of Rs. 1,10,958 under "Maintenance of way, works and stations."

The increases under the first two heads were due to the increase in the mean mileage worked, and that under "Steam-boat service" represents the expenditure on the ferry service between Amarapura and Sagaing shores opened during the year. The decrease under "Maintenance of way, works and stations" was principally due to rails and sleepers for renewals having been drawn out of stores at the end of the previous year, and to a large credit during the year under review for second hand rails returned to stores.

Deoghur Railway (Metre gauge).

24. The gross earnings fell from Rs. 31,165 to Rs. 26,964, whilst the working expenses were more by Rs. 1,521; the net earnings thus showed a decrease of Rs. 5,722, having fallen from Rs. 15,429 to Rs. 9,707.

The number of passengers carried and the earnings therefrom was less by 24,740 and Rs. 3,015 respectively. The decrease was chiefly due to fewer pilgrims having visited the shrine at Deoghur.

The tonnage of goods carried decreased from 9,190 tons to 6,064 tons, and the earnings from Rs. 2,659 to Rs. 1,597.

Rohilkund and Kumaon Railway system (Metre gauge).

25. The mean mileage worked during the year was 252.30 miles against 223.63 miles in the previous year, the increase being due to the Gola Gokaran Nāth-Pilibhit section having been open for traffic during a portion only of 1891.

The gross earnings amounted to Rs. 11,16,484 against Rs. 8,80,153, the working expenses to Rs. 6,43,741 against Rs. 5,46,267, and the net earnings to Rs. 4,72,743 against Rs. 3,33,886.

The increase in the number of passengers carried and in the earnings therefrom amounted to 188,810 and Rs. 84,015 respectively.

The tonnage of goods carried showed an improvement of 66,773* tons and of Rs. 1,23,767 in the earnings. The principal increases were under grains, 7,484 tons and Rs. 15,332; oilseeds, 4,199 tons and Rs. 11,624; sugar, 17,416 tons and Rs. 45,376; and timber, 17,689 tons and Rs. 25,223.

The principal increases in the working expenses were Rs. 19,727 and Rs. 27,961 under "Traffic expenses" and "General charges" respectively.

Dibru-Sadiya Railway (Metre gauge).

26. The gross earnings increased from Rs. 4,98,682 to Rs. 5,13,213, or by Rs. 14,531, but, owing to the working expenses having been more by Rs. 21,338, the net earnings showed a decrease of Rs. 6,807.

The decrease in the net earnings was principally due to a reduction from Rs. 1-7-3 to Rs. 1-5-0 per ton in the rate for the carriage of coal. The quantity of coal carried, however, rose from 148,485 tons in 1891 to 156,820 tons in 1892. The increase in the working expenses was chiefly due to heavy repairs to the line, engines, etc., consequent on the increased traffic and train-mileage.

The number of passengers carried was 106,157 against 91,858, and the earnings therefrom Rs. 68,990 against Rs. 59,560. The improvement was due to a general development of passenger traffic.

The tonnage of goods carried rose from 178,516 tons to 213,030 tons, and the earnings from Rs. 3,97,802 to Rs. 4,01,179, due to a general increase of traffic.

The noticeable increases under "General merchandise" occurred in the traffic in metals and timber, the increase in the quantity carried and the earnings being 616 tons and Rs. 4,522 and 3,364 tons and Rs. 6,746 respectively. The increase in metals was due to the carriage of machinery, etc., carried for tea gardens and for the Assam railways and Trading Company's petroleum and colliery works. The increase in the timber traffic was due to increased demands for timber from the saw mills.

*Through goods traffic passing over the two sections has been reckoned twice over.

The Gaekwar's Mehsána Railway (Metre gauge).

27. The mean mileage worked during 1892 was 92·63 miles against 75·68 miles in the previous year, the increase being due to the Mehsána-Viramgám and Mehsána-Pátan branches having been worked for a portion only of 1891.

The gross earnings increased from Rs. 1,94,247 to Rs. 2,58,963 and the working expenses from Rs. 88,446 to Rs. 1,05,958. The net earnings showed an improvement of Rs. 47,204, having risen from Rs. 1,05,801 to Rs. 1,53,005.

The increase in number of passengers carried and the earnings therefrom amounted to 106,099 and Rs. 29,346 respectively, due to the entire line having been open for traffic during the year under review.

The tonnage of goods carried rose from 83,354 tons to 98,936 tons and the earnings from Rs. 99,860 to Rs. 1,31,820.

Jodhpore-Bickaneer Railway (Metre gauge).

28. The mean mileage worked during the year was 247·50 miles against 179·92 miles in the previous year, the increase being

Jodhpore section.

due to the extension from Jodhpore to the Bickaneer frontier having been open for traffic during a portion only of 1891.

The gross earnings amounted to Rs. 9,46,980 against Rs. 6,12,839, the working expenses to Rs. 4,18,039 against Rs. 2,78,475, and the net earnings to Rs. 5,28,941 against Rs. 3,34,364.

The number of passengers carried increased by 76,784 and the earnings therefrom by Rs. 79,605.

The tonnage of goods carried also improved by 19,389 tons and the earnings by Rs. 2,32,103.

The mean mileage worked increased from 2·74 miles to 43·50 miles owing to the section having been opened for traffic for 22 days only in 1891.

Bickaneer section.

The gross earnings amounted to Rs. 76,548 against Rs. 5,139, the working expenses to Rs. 51,644 against Rs. 2,415, and the net earnings to Rs. 24,904 against Rs. 2,724.

The increase in the number of passengers carried and in the earnings therefrom amounted to 46,992 and Rs. 20,164 respectively.

The tonnage of goods carried increased by 25,291 tons and Rs. 41,396.

The increase in the earnings and working expenses of both sections was generally due to the extension of the line to Bickaneer.

Bhāvnagar-Gondal-Jundgarh-Porbandar Railway (Metre gauge).

29. The gross earnings rose from Rs. 14,77,263 to Rs. 15,78,178, or by Rs. 1,00,915, but, owing to an increase of Rs. 1,38,825 in the working expenses, the net earnings showed a decrease of Rs. 37,910.

The number of passengers increased from 1,311,177 to 1,344,175, but there was a decrease of Rs. 10,513 in the earnings therefrom. The increase in number carried was partly due to large numbers of pilgrims having visited Palitana, and to the year under review having been auspicious for marriages. The decrease in the earnings was due to the average distance travelled by passengers having been greater in 1891.

The tonnage of goods carried rose from 156,219 to 180,339 and the earnings from Rs. 6,26,142 to Rs. 7,23,958. This increase was due to ordinary fluctuations in trade.

The increase in the working expenses was principally due to special renewals of sleepers on the Bhāvnagar and Gondal sections.

West of India Portuguese Railway (Metre gauge).

30. The gross earnings decreased from Rs. 5,44,014 to Rs. 3,74,681 and the working expenses from Rs. 4,22,431 to Rs. 3,63,574. The net earnings fell from Rs. 1,21,583 to Rs. 11,107, or by Rs. 1,10,476.

The number of passengers carried and the earnings therefrom showed decreases of 17,994 and Rs. 3,126 respectively.

The tonnage of goods carried decreased from 110,160 tons to 74,192 tons and the earnings from Rs. 3,36,614 to Rs. 2,15,359.

The decrease under "General merchandise" occurred chiefly in the traffic in grains, 24,806 tons and Rs. 79,367; cotton (raw) 12,557 tons and Rs. 48,402; and oilseeds, 4,572 tons and Rs. 15,116.

STATEMENT No. 23.

Summary of the principal commodities carried and the receipts therefrom on the standard and metre gauge railways during the year 1892 as compared with the previous year (details given in Appendix G.)

Classification No.	DESCRIPTION OF COMMODITY.	QUANTITY.		RECEIPTS.		QUANTITY.		RECEIPTS.		Classification No.
		Previous year.	1892.	Previous year.	1892.	Increase.	Decrease.	Increase.	Decrease.	
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
I	Coal and coke for the public and foreign railways.	2,702,633	2,881,697	1,00,73,317	91,90,720	179,064	...	...	8,82,597	I
II	Cotton, raw	569,981	520,574	98,77,520	91,45,352	...	49,407	...	7,32,168	II
III	Cotton, twist and yarn	81,429	89,403	13,52,756	14,03,293	4,974	...	50,537	...	III
IV	Cotton piece-goods	303,737	306,318	62,94,649	62,74,068	2,581	...	...	20,581	IV
V	Drugs and chemicals	49,056	45,965	6,87,787	6,54,299	...	3,091	...	33,488	V
VI	Dyes and tans	147,033	168,618	16,94,202	19,26,459	21,585	...	2,32,257	...	VI
VII	Grains	6,266,245	5,423,431	4,47,57,773	3,70,50,353	...	842,814	...	77,07,420	VII
VIII	Hides and skins	122,555	134,642	14,33,305	16,42,227	12,087	...	2,08,922	...	VIII
IX	Horns	20,350	14,563	1,22,501	1,15,508	...	5,787	...	6,993	IX
X	Jute	595,390	555,379	53,40,463	48,35,701	...	40,011	...	5,04,762	X
XI	Lac	31,822	23,139	3,42,219	2,69,417	...	8,683	...	72,802	IX
XII	Leather, manufactured	11,762	11,390	2,18,065	2,09,785	...	372	...	8,277	XII
XIII	Liquors	52,540	67,473	7,90,290	8,41,752	7,933	...	51,462	...	XIII
XIV	Metals	377,865	395,022	46,53,566	47,25,946	17,157	...	72,380	...	XIV
XIV (A)	Military stores	69,333	67,641	14,56,216	16,18,789	...	1,692	1,62,573	...	XIV (A,
XV	Oils	225,009	272,751	23,91,264	24,79,350	47,742	...	88,086	...	XV
XVI	Oilseeds	1,628,350	1,585,261	1,25,74,079	1,22,59,954	...	43,089	...	3,14,125	XVI
XVII	Opium	18,798	18,378	4,94,315	4,96,403	...	420	2,088	...	XVII
XVIII	Paper and paste-board	13,189	14,449	2,25,425	2,47,053	1,260	...	21,628	...	XVIII
XIX	Provisions	616,244	632,571	66,10,239	65,08,077	16,327	...	...	1,02,162	XIX
XX	Railway plant and rolling stock carried for foreign railways.	139,293	140,594	8,67,326	10,14,633	1,301	...	1,47,307	...	XX
XXI	Salt	1,325,985	1,357,498	81,68,515	82,71,211	31,513	...	1,02,696	...	XXI
XXII	Saltpetre	52,598	61,428	4,35,793	4,99,417	8,830	...	63,624	...	XXII
XXIII	Silk, raw	3,014	2,830	67,967	61,640	...	184	...	6,327	XXIII
XXIV	Silk piece-goods	922	882	25,416	23,499	...	40	...	1,917	XXIV
XXV	Spices	101,072	104,370	12,89,722	13,56,356	3,298	...	66,634	...	XXV
XXVI	Sugar	29,159	1,070,950	71,75,465	78,39,354	141,791	...	6,63,889	...	XXVI
XXVII	Stone and lime	896,004	679,920	18,59,506	16,49,306	...	216,084	...	2,10,200	XXVII
XXVIII	Tea	37,681	40,616	7,75,449	7,91,365	2,935	...	15,916	...	XXVIII
XXIX	Timber	603,450	655,108	23,07,116	24,90,047	51,658	...	1,82,931	...	XXIX
XXX	Tobacco	154,106	171,987	14,66,359	16,21,678	17,881	...	1,55,319	...	XXX
XXXI	Umbrellas	913	1,060	23,772	27,397	147	...	4,115	...	XXXI
XXXII	Wool	36,504	35,988	9,69,798	9,07,975	...	516	...	61,823	XXXII
XXXIII	All other articles of merchandise	1,357,000	1,322,145	91,48,427	93,10,918	...	34,855	1,62,491	...	XXXIII
	TOTAL	19,551,022	18,874,041	14,59,70,582	13,77,59,795	...	676,981	...	82,10,787	

STATEMENT No. 24.

Mileage of railways open for traffic on the 31st December 1892 and the mean mileage worked during the year.

Serial No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
	State lines worked by companies.							
I	EAST INDIAN	474.25	1,136.02	1,610.27	413.29	2,497.81	(a) 1,627.69	(a) Includes one mile of the Rajputana-Malwa railway and 23.24 miles of the Eastern Bengal (state) railway worked over.
II	BENGAL-NAGPUR	...	831.58	831.58	100.65	932.23	831.58	(b) Includes IV and XXV; also 15.30 miles of the East Indian railway, 2.89 miles of the Rajputana-Malwa railway, 1.00 mile of the Oudh and Rohilkhand (state) railway, and 0.13 mile of the Great Indian Peninsula railway.
III	INDIAN MIDLAND	...	677.35	677.35	86.63	763.98	753.78	(c) Included with III.
IV	BHOPAL-ITÁRSI (BRITISH SECTION).	...	13.00	13.00	1.68	14.68	(13.00)	(d) Included with XVIII.
VI	WARDHA COAL	...	44.88	44.88	6.04	50.92	(44.88)	(e) Included with XXVI.
VII	DHOND-MANMÁD	...	145.44	145.44	14.21	159.65	(145.44)	
VIII	BEZVÁDA EXTENSION	...	21.47	21.47	4.35	25.82	(21.47)	
	TOTAL	474.25	2,869.74	3,343.99	626.85	4,445.09	3,213.05	
	State lines worked by the State.							
IX	NORTH WESTERN (STATE)	41.26	2,386.12	(f) 2,427.38	(g) 496.48	2,965.12	(h) 2,444.28	(f) Excludes portion of the old Quetta loop (98.68 miles) which is under reconstruction on a new alignment, but includes 6.13 miles (Necan Meer chord and Ferozepore cantonment to Hussainiwala) used for military traffic only.
X	HYDERABAD-UMARKOT	...	58.91	58.91	3.26	62.17	21.90	(g) Excludes the sidings of the old Quetta loop (16.55 miles),—vide remark (f).
XI	ODDH AND ROHILKHAND (STATE)	...	692.55	692.55	105.52	798.07	692.55	(h) Includes XXX; also 13 miles of the East Indian railway, Ghaziabad to Delhi, and 3.47 miles of the Chenab Weir branch worked over, but excludes 6.13 miles used for military traffic only,—vide remark (f).
XII	EASTERN BENGAL (STATE)	51.48	197.01	248.49	95.86	395.83	218.72	(i) Of this length 2.29 miles are double, 2.21 miles treble, 0.27 mile quadruple, 0.30 mile quintuple, and 0.11 mile sextuple.
XIII	BENGAL CENTRAL	...	125.01	125.01	20.08	115.09	125.01	
XIV	CALCUTTA PORT COMMISSIONERS'	(i) 5.18	1.04	6.22	4.94	20.43	6.22	
	TOTAL	97.92	3,460.64	3,558.56	726.14	4,386.71	3,538.68	
	Lines worked by guaranteed companies.							
XVIII	GREAT INDIAN PENINSULA	461.92	824.85	1,286.77	210.66	1,989.35	(j) 1,490.81	(j) Includes VI, VII, XXIII and XXIV.
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	60.11	400.79	460.90	103.09	624.10	460.90	
XX	MADRAS	42.41	796.82	839.23	128.34	1,009.98	839.23	
	TOTAL	564.44	2,022.46	2,586.90	472.09	3,623.43	2,790.97	
	Assisted companies.							
XXI	DELHI-UMBALLA-KALKA	...	161.40	161.40	16.77	178.17	161.40	
XXII	TARKESSUR	...	22.23	22.23	2.82	25.05	22.23	
	TOTAL	...	183.63	183.63	19.59	203.22	183.63	

N.B.—The mean mileages shown within brackets are not included in the totals.

STATEMENT No. 24—contd.

Mileage of railways open for traffic on the 31st December 1892 and the mean mileage worked during the year—contd.

Serial No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	Lines owned by native states and worked by companies.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
XXIII	KHÁMGAON	...	7·55	7·55	0·87	8·42	(a) (7·55)	} (a) Included with XVIII.
XXIV	AMBÁOTI	...	5·44	5·44	0·65	6·09	(a) (5·44)	
XXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	...	44·11	44·11	7·21	51·32	(b) (44·11)	(b) Included with III.
XXVI	THE NIZAM'S GUARANTEED STATE .	...	329·20	329·20	33·17	362·37	(c) 353·77	(c) Includes VIII and 3·10 miles worked over twice by each train.
XXVII	THE GAERWAR'S PETLÁD . . .	...	13·35	13·35	1·77	15·12	13·35	
	TOTAL . . .	...	399·65	399·65	43·67	443·32	367·12	
	Lines owned by native states and worked by state railway agency.							
XXIX	RÁJPURA-BHÁTINDA	...	107·94	107·94	14·11	122·05	107·94	(d) Included with IX.
XXX	JAMMU AND KASHMIR (NATIVE STATE SECTION).	...	15·92	15·92	4·61	20·53	(d) (15·92)	
	TOTAL . . .	...	123·86	123·86	18·72	142·58	107·94	
	TOTAL STANDARD GAUGE .	1,136·61	9,059·98	10,196·59	1,907·06	13,244·35	10,201·39	
	METRE GAUGE.							
	State lines worked by companies.							
XXXIII	BENGAL AND NORTH-WESTERN—							
	TIBHOOT SECTION	...	341·80	341·80	49·74	391·54	} 754·16	(e) Included with XLVII.
	COMPANY'S SECTION	...	414·50	414·50	44·00	458·50		
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION.)	...	198·38	198·38	25·43	223·81	(e) (198·38)	
XXXV	RAJPUTANA-MALWA	1·14	1,672·88	1,674·02	236·37	1,911·53	1,674·02	(f) Includes XXXVIII and LII.
XXXVI	SOUTHERN MAHRATTA	...	1,043·70	1,043·70	105·61	1,149·31	(f) 1,384·95	
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION).	...	331·18	331·18	27·84	359·02	(g) (312·18)	(g) Included with XXXVI.
XXXIX	SOUTH INDIAN	...	1,105·19	1,105·19	119·31	1,224·50	(h) 1,087·28	(h) Includes LVI.
	TOTAL . . .	1·14	5,107·63	5,108·77	608·30	5,718·21	4,900·41	
	State lines worked by the State.							
XLIII	EASTERN BENGAL (STATE)—							
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLLA, 2' 6" GAUGE, BRANCH).	...	477·94	477·94	78·65	556·59	444·15	
	DACCA SECTION	...	85·92	85·92	13·63	99·55	85·92	
XLIV	BURMA (STATE)	9·00	708·50	717·50	113·29	839·79	691·81	
	TOTAL . . .	9·00	1,272·36	1,281·36	205·57	1,405·93	1,221·88	
	Assisted companies.							
XLVI	DROGHUE	...	4·79	4·79	0·62	5·41	4·79	(i) Includes XXXIV.
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION.)	...	53·92	53·92	4·59	58·51	(i) 252·30	
XLIX	DIBRU-SADIYA	...	77·50	77·50	8·88	86·38	77·50	
	TOTAL . . .	...	136·21	136·21	14·09	150·30	331·59	

N. B.—The mean mileages shown within brackets are not included in the totals.

STATEMENT No. 24—concl'd.

Mileage of railways open for traffic on the 31st December 1892 and the mean mileage worked during the year—concl'd.

Serial No.	RAILWAY.	MILEAGE OPEN (HOME LINE ONLY).					Mean mileage worked, including foreign lines worked over.	REMARKS.
		Laid with two or more tracks.	Laid with single track.	Total.	Total length of sidings.	Total length of single track, including sidings.		
	Lines owned by native states and worked by companies.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
LI	THE GAEKWAR'S MEHSANA . . .	...	92·63	92·63	11·46	104·09	92·63	(a) Included with XXXVI.
LII	KOLHAPUR	...	29·07	29·07	1·70	30·77	(a) (29·07)	
	TOTAL . . .	...	121·70	121·70	13·16	134·86	92·63	
	Lines owned and worked by native states.							
LIII	JODHPORE-BICKANEER—							
	JODHPORE SECTION	...	247·50	247·50	7·00	254·50	247·50	
	BICKANEER SECTION	...	43·50	43·50	1·00	44·50	43·50	
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	...	(b) 329·22	329·22	37·95	367·17	333·72	(b) Excludes 4·50 miles of dock estates and quarry lines constructed and maintained by the states themselves.
	TOTAL . . .	...	620·22	620·22	45·95	666·17	624·72	
	Foreign lines.							
LV	WEST OF INDIA PORTUGUESE . . .	...	51·00	51·00	11·85	62·85	51·00	
LVI	PONDICHERY	...	7·85	7·85	1·80	9·65	(c) (7·85)	(c) Included with XXXIX.
	TOTAL . . .	...	58·85	58·85	13·65	72·50	51·00	
	TOTAL METRE GAUGE . . .	10·14	7,316·97	7,327·11	900·72	8,237·97	7,225·23	
	SPECIAL GAUGES.							
	State lines worked by the State.							
	NALHÁTI (4' 0")	...	...	...	...	...	(d) 6·78	(d) From 1st January to 31st March 1892.
LVII	JORHÁT (2' 0").	...	28·20	28·20	1·80	30·00	28·66	
	Assisted company.							
LVIII	DARJELING-HIMALAYAN (2' 0") . . .	...	51·00	51·00	2·50	53·50	51·00	
	Line owned by native state and worked by company.							
LIX	THE GAEKWAR'S DABHOI (2' 6") . . .	...	71·66	71·66	4·75	76·41	71·66	
	Line owned and worked by native state.							
LXI	MORVI (2' 6")	...	94·00	94·00	4·00	98·00	94·00	
	TOTAL SPECIAL GAUGES . . .	...	244·86	244·86	13·05	257·91	250·10	
	Total of all railways . . .	1,146·75	16,621·81	17,768·56	2,820·83	21,740·23	17,676·72	

N.B.—The mean mileages shown within brackets are not included in the totals.

STATEMENT No. 25.

Capital outlay on open lines of railway on the 31st December 1892 and the average cost per mile.

Serial No.	RAILWAY.	Length of line open on the 31st December 1892. (From statement No. 24, pages 115-17).	Total length of single track, including sidings, on the 31st December 1892.	Capital outlay on open line to the 31st December 1892 on final heads (exclusive of steam-boat service and suspense.)	Outlay on steam-boat service to the 31st December 1892.	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Total capital outlay on open line to the 31st December 1892, including steam-boat service and suspense (see also statement No. 17).
						Per mile open.	Per mile of single track, including sidings.	
STANDARD GAUGE.								
State lines worked by companies.		Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.
I	EAST INDIAN	1,610.27	2,497.81	35,81,27,912	5,48,639	2,22,401	1,43,377	36,40,41,117
II	BENGAL-NÁGPUR	831.58	932.23	9,02,86,954	...	1,08,573	96,851	9,42,32,846
III	INDIAN MIDLAND	677.35	763.98	8,40,51,885	...	1,24,089	1,10,018	8,65,79,005
IV	BHOPAL-ITÁRSI (BRITISH SECTION)	13.00	14.68	17,27,868	...	1,32,913	1,17,702	17,46,208
VI	WARDHA COAL	44.88	50.92	49,87,689	...	1,11,134	97,951	49,87,689
VII	DHOND-MANMÁD	145.44	159.65	1,10,71,284	...	76,123	69,347	1,10,73,028
VIII	BEZVÁDA EXTENSION	21.47	25.82	14,17,674	...	66,030	54,906	14,17,674
TOTAL		3,343.99	4,445.09	55,16,71,266	5,48,639	1,64,974	1,24,108	56,40,77,567
State lines worked by the State.		(a)				(b)	(c)	
IX	NORTH WESTERN (STATE)	2,427.38	2,965.12	40,93,23,694	44,18,578	1,62,040	1,32,883	42,50,35,487
X	HYDERABAD-UMARKOT	58.91	62.17	15,92,063	25,334	27,025	25,608	16,31,818
XI	ODDH AND ROHILKHAND (STATE)	692.55	798.07	9,06,20,467	...	1,30,850	1,13,550	(d) 9,24,54,234
XII	EASTERN BENGAL (STATE)	218.40	395.83	5,51,34,197	19,75,360	2,21,877	1,39,288	5,91,26,309
XIII	BENGAL CENTRAL	125.01	145.09	99,69,368	...	79,749	68,712	1,00,65,783
XIV	CALCUTTA PORT COMMISSIONERS'	6.22	20.43	57,83,466	...	16,52,419	(f)	57,83,466
TOTAL		3,558.56	4,386.71	57,24,23,255	64,19,272	1,56,634	1,26,410	59,40,97,097
Lines worked by guaranteed companies.								(d)
XVIII	GREAT INDIAN PENINSULA	1,286.77	1,989.35	27,21,77,576	...	2,11,520	1,36,817	27,72,17,255
XIX	BOMBAY, BARODA AND CENTRAL INDIA (g).	460.90	624.10	9,37,77,980	...	2,03,467	1,50,261	(d) 9,63,37,140
XX	MADRAS	839.23	1,009.98	11,69,03,761	...	1,39,300	1,15,749	11,37,71,836
TOTAL		2,586.90	3,623.43	48,28,59,317	...	1,86,656	1,33,260	49,33,26,231
Assisted companies				(h)				(h)
XXI	DELHI-UMBALLA-KALKA	161.40	178.17	1,49,07,799	...	92,366	83,672	1,52,45,219
XXII	TARKESSUR	22.23	25.05	17,32,567	...	77,938	69,164	17,32,567
TOTAL		183.63	203.22	1,66,40,366	...	90,619	81,884	1,69,77,786
Lines owned by native states and worked by companies.								
XXIII	KHÁMGAON	7.55	8.42	4,85,521	...	64,307	57,663	(d) 4,89,132
XXIV	AMRÁOTI	5.44	6.09	4,41,556	...	81,168	72,505	4,50,160
XXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	44.11	51.32	50,00,000	...	1,13,353	97,426	50,00,000
XXVI	THE NIZAM'S GUARANTEED STATE	329.20	362.37	3,88,25,112	...	1,17,938	1,07,142	3,95,48,395
XXVII	THE GAERWAR'S PETLÁD	13.35	15.12	7,02,375	...	52,612	46,453	7,11,081
TOTAL		390.65	443.32	4,54,54,564	...	1,13,736	1,02,532	4,61,98,768
Lines owned by native states and worked by state railway agency.								
XXIX	RÁJPURA-BHÁTINDA	107.94	122.05	65,90,424	...	61,057	53,997	66,41,382
XXX	JAMMU AND KASHMIR (NATIVE STATE SECTION)	15.92	20.53	9,45,302	...	59,378	46,045	9,45,302
TOTAL		123.86	142.58	75,35,726	...	60,841	52,853	75,86,684
TOTAL STANDARD GAUGE		10,196.59	13,244.35	1,67,65,34,494	69,67,911	1,62,893	1,25,256	1,72,22,64,133
METRE GAUGE.								
State lines worked by companies.								
XXXIII	BENGAL AND NORTH-WESTERN— TIRHOOT SECTION	341.80	391.54	2,30,93,715	5,45,095	67,565	58,982	2,43,25,804
XXXIV	COMPANY'S SECTION	414.50	458.50	(i) 2,52,35,845	15,42,711	60,883	55,040	(i) 2,72,43,062
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION)	198.38	223.81	(j) 76,69,568	...	38,661	34,268	(d) & (j) 78,38,417
XXXV	RAJPUTANA-MALWA	1,674.02	1,911.53	12,61,86,902	...	75,380	66,014	13,04,34,476
XXXVI	SOUTHERN MAHRATTA	1,043.70	1,149.31	9,24,98,256	...	88,625	80,482	9,45,69,534
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION)	331.18	359.02	1,52,99,715	...	46,198	42,615	1,53,79,397
XXXIX	SOUTH INDIAN	1,105.19	1,224.50	7,45,74,660	...	67,477	60,902	7,82,83,761
TOTAL		5,108.77	5,718.21	36,45,58,661	20,87,806	71,359	63,754	37,80,74,451

(a) Excludes portion of the old Quetta loop (98.68 miles) which is under reconstruction on a new alignment, but includes 6.12 miles (Meean Meer chord and Ferozepore cantonment to Hossainwala) used for military traffic only.

(b) Calculated on 2,528.06 miles, including 98.68 miles of the Quetta loop now under reconstruction on a new alignment.

(c) Calculated on 3,080.34 miles.

(d) The decrease as compared with last year's report is due to credits.

(e) Calculated on 1,350 miles belonging to the Calcutta Port Commissioners' railway.

(f) Information not furnished as to the mileage on which the calculation is to be based.

(g) Includes the Patni branch, the state outlay (Rs. 3,09,405) on which was met from the Civil Works grant. The capital outlay shown in this table is inclusive of this amount.

(h) Excludes interest on capital during construction (Rs. 5,76,918).

(i) Excludes Rs. 10,90,014 on account of interest on capital during construction.

(j) Excludes Rs. 41,020 on account of interest on capital during construction.

STATEMENT NO. 25—concl'd.

Capital outlay on open lines of railway on the 31st December 1892 and the average cost per mile—concl'd.

Serial No.	RAILWAY.	Length of line open on the 31st December 1892. (From statement No. 24, pages 115-17.)	Total length of single track, including sidings, on the 31st December 1892.	Capital outlay on open line to the 31st December 1892 on final heads, exclusive of steam boat service and suspense.	Outlay on steam-boat service to the 31st December 1892.	AVERAGE COST, EXCLUSIVE OF STEAM-BOAT SERVICE AND SUSPENSE.		Total capital outlay on open line to the 31st December 1892, including steam-boat service and suspense (see also statement No. 17).
						Per mile open.	Per mile of single track, including sidings.	
	METRE GAUGE—cont'd.	Miles.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.
	State lines worked by the State.							
XLIII	EASTERN BENGAL (STATE)— NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLA, 2' 6" GAUGE, BRANCH) DACCA SECTION	477.94	556.59	3,81,09,178	9,31,293	79,736	68,469	3,90,40,471
XLIV	BURMA (STATE)	85.92	99.55	66,99,363	...	77,972	67,296	66,99,363
	TOTAL	717.50	839.79	6,06,99,047	4,10,119	84,598	72,279	6,28,66,504
	Assisted companies.							
XLVI	DROGHUR	4.79	5.41	2,86,179	...	59,745	52,848	2,88,329
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION)	53.92	58.51	20,52,435	...	38,064	35,078	20,58,575
XLIX	DIBRU-SADIYA	77.50	86.38	68,26,045	21,189	88,078	79,023	69,56,304
	TOTAL	136.21	150.30	91,64,659	21,189	67,283	60,976	93,03,208
	Lines owned by native states and worked by companies.							
LI	THE GARHWAR'S MEHSANA	92.63	104.09	29,71,610	...	32,080	28,548	29,71,610
LII	KOLHAPUR	29.07	30.77	23,18,476	...	79,755	75,349	23,81,946
	TOTAL	121.70	134.86	52,90,086	...	43,468	39,227	53,53,556
	Lines owned and worked by native states.							
LIII	JODHPUR-BICKANEER— JODHPUR SECTION	247.50	254.50	47,61,590	...	19,239	18,710	48,03,967
	BICKANEER SECTION	43.50	44.50	9,48,622	...	21,807	21,317	(a) 9,48,622
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-POREBANDAR	329.22	367.17	1,68,42,748	...	51,160	45,873	1,72,52,030
	TOTAL	620.22	666.17	2,25,52,955	...	36,363	33,855	2,30,04,619
	Foreign lines.							
LV	WEST OF INDIA PORTUGUESE	51.00	62.85	1,34,57,277	(b) 25,32,731	2,63,868	2,14,117	1,63,00,961
LVI	PONDICHERY	7.85	9.65	5,68,543	...	72,426	58,916	5,68,543
	TOTAL	58.85	72.50	1,40,25,820	25,32,731	2,38,332	1,93,460	1,68,69,414
	TOTAL METRE GAUGE	7,327.11	8,237.97	52,10,99,769	59,83,138	71,119	63,256	54,12,11,616
	SPECIAL GAUGES.							
	State line worked by the State.							
LVII	JORHÁT (2' 0")	28.20	30.00	7,38,472	...	26,187	24,616	7,54,791
	Assisted company.							
LVIII	DARJEELING-HIMALAYAN (2' 0")	51.00	53.50	30,03,609	...	58,894	56,142	31,09,079
	Line owned by native state and worked by company.							
LIX	THE GARHWAR'S DABHOI (2' 6")	71.66	76.41	18,29,994	...	25,537	23,950	18,47,403
	Line owned and worked by native state.							
LXI	MORVI (2' 6")	94.00	98.00	20,80,223	...	22,130	21,227	21,04,519
	TOTAL SPECIAL GAUGES	244.86	257.91	76,52,298	...	31,252	29,670	78,15,792
	TOTAL OF ALL RAILWAYS.	17,768.56	21,740.23	2,20,53,36,561	1,29,51,049	1,23,429	1,01,006	2,27,12,91,541

(a) The decrease as compared with the last year's report is due to certain credits.
(b) Harbour charges.

STATEMENT

Passenger traffic on the standard and metre gauge

Serial No.	RAILWAY.	PASSENGER					
		1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.
	State lines worked by companies.						
I	EAST INDIAN	48,813	4,94,266	175,884	6,85,459	787,699	7,88,598
II	BENGAL-NAGPUR	4,926	22,314	22,194	27,419	29,864	14,289
III	INDIAN MIDLAND (a)	8,986	75,664	29,969	1,03,483	396,790	4,66,560
	TOTAL	62,725	5,92,244	228,047	8,16,361	1,214,353	12,69,447
	State lines worked by the State.						
IX	NORTH WESTERN (STATE) (b)	40,244	3,02,516	128,402	4,11,426	400,993	4,55,168
X	HYDERABAD-UMARKOT	237	306	908	449	4,446	1,557
XI	ODDH AND ROHILKHAND (STATE)	20,532	1,15,908	57,351	1,35,110	104,384	1,05,246
XII	EASTERN BENGAL (STATE)	38,767	91,779	112,440	95,519	835,676	3,09,438
XIII	BENGAL CENTRAL	2,395	4,111	33,021	15,660	158,623	72,186
XIV	CALCUTTA PORT COMMISSIONERS' (c)	...	...	...	...	...	...
	TOTAL	102,175	5,14,620	332,122	6,58,164	1,504,122	9,43,595
	Lines worked by guaranteed companies.						
XVIII	GREAT INDIAN PENINSULA (d)	77,708	4,12,524	542,975	6,92,271	655,901	10,24,784
XIX	BOMBAY, BARODA AND CENTRAL INDIA	109,185	1,29,893	1,050,225	3,31,888	449,314	7,73,901
XX	MADRAS	17,789	1,58,923	69,259	2,10,203	...	...
	TOTAL	204,682	7,01,340	1,662,459	12,34,362	1,105,215	17,98,685
	Assisted companies.						
XXI	DELHI-UMBALLA-KALKA	6,241	49,526	13,901	49,398	19,810	25,244
XXII	TARKESSUR	319	269	2,766	1,146	95,767	22,953
	TOTAL	6,560	49,795	16,667	50,544	115,577	48,197
	Lines owned by native states and worked by companies.						
XXVI	THE NIZAM'S GUARANTEED STATE (e)	7,016	50,301	34,561	64,357	327,117	1,65,334
XXVII	THE GAEKWAR'S PETLAD	121	93	1,932	708	...	...
	TOTAL	7,137	50,394	36,493	65,065	327,117	1,65,334
	Line owned by native state and worked by state railway agency.						
XXIX	RAJPURA-BHATINDA	2,446	3,611	4,406	3,743	24,388	10,479
	TOTAL	2,446	3,611	4,406	3,743	24,388	10,479
	TOTAL STANDARD GAUGE	385,725	19,12,004	2,280,194	28,28,239	4,290,772	42,35,737

No. 26.

railways during the year ending the 31st December 1892.

TRAFFIC.					Serial No.	REMARKS.
LOWEST (3RD OR 4TH) CLASS.		Other coaching traffic.	TOTAL.			
Number.	Earnings.		Number.	Earnings.*		
	Rs.	Rs.		Rs.		
14,233,453	1,17,69,923	16,92,079	15,245,879	1,54,30,325	I	(a) Includes the Bhopal-Itarsi railway.
1,903,991	9,25,323	1,21,938	1,960,975	11,11,283	II	
1,294,192	11,08,784	2,35,537	1,729,937	19,90,028	III	
17,431,666	1,38,04,030	20,49,554	18,936,791	1,85,31,636		
10,149,667	70,37,816	12,76,623	10,719,306	94,83,579	IX	(b) Includes the Jammu and Kashmir railway (Native state section).
85,609	15,786	1,114	91,200	19,212	X	
5,161,860	30,52,264	3,48,953	5,344,127	37,57,481	XI	
5,113,453	15,31,372	2,60,918	6,100,336	22,89,026	XII	
1,387,623	4,41,620	19,840	1,581,662	5,53,417	XIII	(c) There is no passenger traffic on this line.
...	...	...	...	...	XIV	
21,898,212	1,20,78,888	19,07,448	23,836,631	1,61,02,715		
11,695,973	55,06,203	13,23,011	12,972,557	89,58,793	XVIII		(d) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amráoti railways.
13,002,913	28,84,980	5,36,834	14,611,637	46,57,496	XIX	
8,966,014	28,66,035	5,19,671	9,053,063	37,51,832	XX	
33,664,900	1,12,57,218	23,79,516	36,637,256	1,73,71,121		
836,376	4,31,086	1,18,810	876,328	6,74,094	XXI	
997,466	2,39,348	4,693	1,096,318	2,68,399	XXII	
1,833,812	6,70,434	1,23,523	1,972,616	9,12,193		
835,774	4,53,590	1,02,462	1,204,468	8,36,044	XXVI		(e) Includes the Bzvada extension.
228,588	39,743	1,606	230,641	42,150	XXVII	
1,064,362	4,93,333	1,04,068	1,435,169	8,78,194		
727,605	2,82,901	19,577	758,815	3,20,311	XXIX	
727,605	2,82,901	19,577	758,815	3,20,311		
76,620,587	3,85,86,804	65,83,686	83,577,278	5,41,46,470		

* See also statements Nos. 17 and 29.

STATEMENT

Passenger traffic on the standard and metre gauge railways

Serial No.	RAILWAY.	PASSENGER					
		1ST CLASS.		2ND CLASS.		3RD OR INTERMEDIATE CLASS.	
		Number.	Earnings.	Number.	Earnings.	Number.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.
	State lines worked by companies.						
XXXIII	BENGAL AND NORTH-WESTERN—						
	TIRHOOT SECTION	14,740	45,309	20,884	35,138	54,989	29,961
	COMPANY'S SECTION						
XXXV	RAJPUTANA-MALWA	16,382	1,25,708	69,496	1,89,371	245,581	2,85,269
XXXVI	SOUTHERN MAHRATTA (a)	(b) 13,027	69,019	(b) 45,968	99,284	...	...
XXXIX	SOUTH INDIAN (c)	20,816	63,385	1,62,979	1,40,683	...	...
	TOTAL	64,965	3,03,421	299,327	4,64,476	300,570	3,15,230
	State lines worked by the State.						
XLIII	EASTERN BENGAL (STATE)—						
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLLÁ, 2' 6" GAUGE, BRANCH)	6,124	58,853	20,502	60,606	277,822	1,04,289
	DACCA SECTION)	3,185	4,297	9,542	7,731	84,939	22,342
XLIV	BURMA (STATE)	17,408	80,535	181,354	1,69,301	...	...
	TOTAL	26,717	1,43,685	211,398	2,37,638	362,761	1,26,631
	Assisted companies.						
XLVI	DEOGHUR	987	494	...	...	192,817	24,873
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (d)	5,194	35,233	7,319	27,281	11,261	20,195
XLIX	DIBRU-SADIYA	3,053	7,142	1,974	2,787	...	...
	TOTAL	9,234	42,869	9,293	30,068	203,578	45,068
	Line owned by native state and worked by company.						
LI	THE GAERWAR'S MEHSÁNA	246	395	2,342	1,901	...	...
	TOTAL	246	395	2,342	1,901	..	...
	Lines owned and wokred by native states.						
LIII	JODHPUR-BICKANEER—						
	JODHPUR SECTION	965	6,356	4,836	10,193	...	...
	BICKANEER SECTION.	123	511	497	660	...	...
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-POR- BANDAR	3,402	11,547	26,207	32,855	...	...
	TOTAL	4,490	18,414	31,540	43,708	...	...
	Foreign line.						
LV	WEST OF INDIA PORTUGUESE	1,606	1,821	8,096	3,254	...	...
	TOTAL	1,606	1,821	8 096	3,254	...	...
	TOTAL METRE GAUGE	107,258	5,10,605	561,936	7,81,045	866,909	4,86,929

No. 26—concl'd.

during the year ending the 31st December 1892—concl'd.

TRAFFIC.					Serial No.	REMARKS.
Lowest (3rd or 4th) class.		Other coaching traffic.	Total.			
Number.	Earnings.		Number.	Earnings.*		
	Rs.	Rs.		Rs.		
					XXXIII	
4,750,854	17,69,817	1,25,220	4,841,467	20,05,445		
8,651,323	50,64,896	5,38,396	8,982,782	62,03,640	XXXV	
(b) 4,774,812	22,20,645	2,55,970	(b) 4,833,807	26,44,918	XXXVI	(a) Includes the Southern Mahratta railway (Mysore section) and the Kolhapur railway.
10,369,791	36,90,794	1,98,697	10,553,586	40,93,559	XXXIX	(b) Approximate figures. (c) Includes the Pondicherry railway.
28,546,780	1,27,46,152	11,18,283	29,211,642	1,49,47,562		
					XLIII	
2,120,854	10,46,728	1,60,252	2,434,302	14,39,738		
800,227	2,34,884	19,449	897,893	2,88,703		
6,466,862	36,49,051	1,77,686	6,665,624	40,76,573	XLIV	
9,396,943	49,30,673	3,66,387	9,997,819	58,05,014		
...	...	...	193,304	25,367	XLVI	
967,030	3,57,577	69,814	990,804	5,10,100	XLVII	(d) Includes the Rohilkund and Kumaon railway (Lucknow-Bareilly section).
101,130	59,061	11,472	106,157	80,462	XLIX	
1,068,160	4,16,638	81,286	1,290,265	6,15,929		
488,114	1,15,974	6,881	490,702	1,25,151	LI	
488,114	1,15,974	6,881	490,702	1,25,151		
					LIII	
467,254	2,71,096	37,884	473,055	3,25,529		
49,053	20,304	3,351	49,673	24,826		
1,314,566	7,15,225	51,963	1,344,175	8,11,590	LIV	
1,830,873	10,06,625	93,198	1,866,903	11,61,945		
216,297	43,774	5,624	225,999	54,473	LV	
216,297	43,774	5,624	225,999	54,473		
41,547,167	1,92,59,836	16,71,659	43,083,330	2,27,10,074		

* See also statements Nos. 17 and 29.

STATEMENT

Goods traffic on the standard and metre gauge railways

Serial No.	RAILWAY.	GOODS							
		GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	STANDARD GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
I	EAST INDIAN	2,676,277	2,40,24,242	8,367	3,67,012	116,690	1,22,900	1,786,163	69,54,208
II	BENGAL-NAGPUR . . .	458,628	36,83,877	285	1,693	257,260	3,31,402	400,140	3,33,879
III	INDIAN MIDLAND (a) . .	365,103	26,35,008	1,373	23,164	23,463	30,639	5,639	24,201
	TOTAL	3,500,008	3,03,43,127	10,025	3,91,872	397,413	4,81,941	2,191,942	73,12,288
	State lines worked by the State.								
IX	NORTH WESTERN (STATE) (b)	1,657,180	1,40,85,711	25,478	5,55,337	369,790	2,99,459	11,298	42,282
X	HYDERABAD-UMARKOT . .	6,492	12,541	80	95	1,006	685	...	...
XI	ODISH AND ROHILKHAND (STATE).	870,163	40,30,563	3,453	35,890	22,014	38,238	18,048	67,948
XII	EASTERN BENGAL (STATE) .	750,043	39,17,423	635	3,084	27,806	55,071	151,044	86,261
XIII	BENGAL CENTRAL	81,961	1,87,485	231	243	220	95	17,617	16,859
XIV	CALCUTTA PORT COMMISSIONERS'.	...	...	...	...	...	...	...	...
	TOTAL	3,365,839	2,22,31,013	29,877	5,94,649	421,736	3,94,418	198,007	2,13,350
	Lines worked by guaranteed companies.								
XXVIII	GREAT INDIAN PENINSULA (c)	2,063,596	2,90,68,123	10,006	2,30,959	112,994	1,03,427	83,767	2,33,646
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	1,145,963	83,34,303	880	30,383	25,422	29,090	46,810	2,58,870
XX	MADRAS	745,836	51,32,000	2,064	92,976	40,442	44,346	51,506	2,43,909
	TOTAL	3,955,395	4,25,34,426	12,950	3,54,318	187,858	1,76,863	182,083	7,36,425
	Assisted companies.								
XXI	DELHI-UMBALLA-KALKA . .	72,224	3,71,890	1,369	15,881	324	688	1,964	5,042
XXII	TARKESSUR.	18,456	22,526	...	...	59	8	1,849	849
	TOTAL	90,680	3,94,416	1,369	15,881	383	696	3,813	5,891
	Lines owned by native states and worked by companies.								
XXVI	THE NIZAM'S GUARANTEED STATE (d).	191,083	11,65,466	828	13,294	25,339	7,325	105,107	5,64,544
XXVII	THE GAEKWAR'S PETLAD . .	21,616	17,986	...	...	...	...	5	4
	TOTAL	212,699	11,83,452	828	13,294	25,339	7,325	105,112	5,61,548
	Line owned by native state and worked by state railway agency.								
XXIX	RAJPURA-BHATINDA . . .	87,847	2,11,759	1,411	18,568	5,022	1,304	900	788
	TOTAL	87,847	2,11,759	1,411	18,568	5,022	1,304	900	788
	TOTAL STANDARD GAUGE	11,212,468	9,69,01,203	56,400	13,88,582	10,37,751	10,65,577	2,681,857	88,33,290

No. 27.

during the year ending the 31st December 1892.

TRAFFIC.											Serial No.	REMARKS.
COAL AND COKE FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL AND COKE.		LIVE STOCK.		RENTS, MISCELLA- NEOUS, &c.	TOTAL.			
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs.		
1,670	6,590	259,623	8,14,291	322,357	3,98,763	2,917	1,21,098	39,993	5,171,061	3,21,19,097	I	(a) Includes the Bhopal-Itarsi rail- way.
3,215	17,249	46,997	1,70,727	41,133	33,888	13	290	—11,502	1,207,671	45,61,506	II	
268	1,021	40,515	1,03,142	185,795	38,314	126	2,812	4,413	622,282	28,65,714	III	
5,153	21,860	347,135	10,91,160	540,285	4,70,965	3,056	1,21,200	32,901	7,004,017	4,02,76,317		
5,951	18,201	158,618	4,04,216	1,242,282	9,25,024	2,245	69,889	44,784	3,472,872	1,64,44,903	IX	(b) Includes the Amritsar-Pathankot and the Jammu and Kashmir railways.
...	...	...	...	206	83	...	...	237	8,684	13,641	X	
1,383	5,047	38,085	1,25,922	274,658	78,507	284	9,645	20,733	1,228,088	44,12,793	XI	
...	...	69,312	63,819	23,651	30,318	80	1,096	25,705	1,013,601	41,83,677	XII	
...	...	6,278	1,833	2,695	1,098	4	38	663	109,006	2,08,314	XIII	
...	...	...	...	...	...	...	...	...	...	2,48,662	XIV	
7,334	23,218	263,353	5,95,790	1,543,492	10,85,030	2,613	80,668	92,122	5,832,251	2,55,11,990		
16	45	202,462	6,61,842	479,802	8,67,551	8,662	1,05,271	49,012	2,961,300	3,13,19,876	XVIII	(c) Includes the Wardha Coal, Dhond-Manmád, Khangaon, and Amráoti railways.
40	6	53,688	1,31,608	138,009	1,51,829	18,906	3,56,555	6,501	1,429,716	92,99,145	XIX	
...	...	20,109	21,402	219,900	1,03,631	1,416	38,732	13,716	1,120,278	56,90,712	XX	
56	51	276,259	8,14,852	867,711	11,23,011	28,984	5,00,558	69,229	5,511,290	4,63,09,733		
...	...	...	...	...	...	155	2,564	1,876	75,970	3,97,941	XXI	
...	...	...	...	5,614	828	...	...	101	25,978	24,312	XXII	
...	...	...	...	5,614	828	155	2,564	1,977	101,954	4,22,258		
41	148	15,028	36,287	91,100	29,073	358	4,524	7,147	428,884	18,27,806	XXVI	(d) Includes the Bezvada exten- sion.
...	...	...	...	...	...	198	324	270	21,810	18,584	XXVII	
41	148	15,028	36,287	91,100	29,073	556	4,848	7,417	450,700	18,46,392		
...	...	1,480	2,108	21,619	3,974	108	234	1,866	118,390	2,40,601	XXIX	
...	...	1,480	2,108	21,619	3,974	108	234	1,866	118,390	2,40,601		
12,584	48,307	903,258	25,40,197	3,078,821	26,62,881	35,472	7,13,072	2,05,515	19,018,611	11,46,07,286		

* See also statements Nos. 17 and 29.

STATEMENT

Goods traffic on the standard, and metre gauge railways

Serial No.	RAILWAY.	GOODS							
		GENERAL MERCHANDISE.		MILITARY STORES.		RAILWAY MATERIALS FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.	
		Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.
	METRE GAUGE.		Rs.		Rs.		Rs.		Rs.
	State lines worked by companies.								
XXXIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	595,329	23,95,630	...	...	11,225	36,944	21,431	36,974
	COMPANY'S SECTION								
XXXV	RAJPUTANA-MALWA	1,474,890	1,46,19,196	6,154	1,40,079	72,019	1,93,381	8,542	62,884
XXXVI	SOUTHERN MAHRATTA (a)	497,538	28,48,059	2,550	46,475	23,908	30,678	2,615	15,887
XXXIX	SOUTH INDIAN (b)	800,922	30,71,060	174	4,583	360,693	91,666	5,915	6,096
	TOTAL	3,368,679	2,29,33,915	8,878	1,91,137	467,845	3,52,669	38,503	1,21,841
	State lines worked by the State.								
XLIII	EASTERN BENGAL (STATE)—								
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLLA, 2' 6" GAUGE, BRANCH).	366,259	21,73,285	88	1,152	29,686	44,075	8,064	30,780
	DACCA SECTION	31,017	78,166	...	...	23	6	590	1,174
XLIV	BURMA	498,814	25,86,560	1,958	38,443	132,789	42,795	...	...
	TOTAL	896,090	48,38,011	2,046	39,595	162,498	86,876	8,654	31,954
	Assisted companies.								
XLVI	DEOGHUR	5,324	1,534	...	...	..	...	...	...
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (d)	186,505	4,35,303	624	4,459	22,350	9,646	78	138
XLIX	DIBRU-SADIYA	33,391	1,98,009	...	...	...	...	156,820	1,98,219
	TOTAL	225,720	6,34,846	624	4,439	22,350	9,646	156,898	1,98,357
	Line owned by native state and worked by company.								
LI	THE GAERWAR'S MEHSANA.	93,583	1,28,156	1	6	5,262	2,947	7	15
	TOTAL	93,583	1,28,156	1	6	5,262	2,947	7	15
	Lines owned and worked by native states.								
LIII	JODHPORE-BICKANEER—								
	JODHPORE SECTION	111,016	5,65,159	10	167	47,244	27,017	276	1,271
	BICKANEER SECTION	19,535	40,908	3	23	8,002	2,638	22	38
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	150,682	6,90,411	...	...	6,755	5,031	1,395	3,949
	TOTAL	281,233	12,96,478	13	190	62,001	34,686	1,693	5,258
	Foreign line.								
LV	WEST OF INDIA PORTUGUESE	69,761	2,12,467	...	...	484	295	...	...
	TOTAL	69,761	2,12,467	...	...	484	295	...	...
	TOTAL METRE GAUGE	4,935,066	3,00,43,903	11,562	2,35,367	720,440	4,87,119	205,755	3,57,425

No. 27—concl'd.

during the year ending the 31st December 1892—concl'd.

TRAFFIC.											Serial No.	REMARKS.
COAL AND COKE FOR CONSTRUCTION (HOME LINE ONLY).		COAL AND COKE FOR REVENUE ONLY.		REVENUE STORES OTHER THAN COAL AND COKE.		LIVE STOCK.		RENTS, MISCELLANEOUS, &c.	TOTAL.			
Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Tons.	Earnings.	Earnings.	Tons.	Earnings.*		
	Rs.		Rs.		Rs.		Rs.	Rs.		Rs. •		
...	...	30,783	25,560	13,715	17,598	75	1,032	6,817	672,558	25,20,555	XXXIII	
2,203	10,216	93,317	3,39,009	55,754	1,33,780	5,371	49,376	19,145	1,718,250	1,55,67,082	XXXV	† Approximate figures. (a) Includes the Southern Mahratta railway (Mysore section) and the Kolhapur state railway. (b) Includes the Pondicherry railway.
6	26	13,654	53,052	105,897	1,52,591	125	6,885	13,851	646,293	31,67,504	XXXVI	
...	...	25,928	43,833	630,435	1,19,558	150	3,908	7,016	1,824,217	33,47,720	XXXIX	
2,209	10,242	163,682	4,61,454	805,801	4,23,543	5,721	61,201	46,829	4,861,318	2,46,02,861		
...	...	57,333	20,952	27,357	42,073	6	234	11,411	488,793	23,23,962	XLIII	
...	...	3,001	569	2,960	981	9	102	1,016	37,600	82,014		
2,666	807	18,778	30,368	1,55,193	78,440	3,958	1,04,214	8,155	814,156	28,89,782	XLIV	
2,666	807	79,112	51,889	185,510	1,21,494	3,973	1,04,550	20,582	1,340,549	52,95,758		
...	...	240	(c)	...	...	...	...	63	6,064	1,597	XLVI	(c) Earnings not given.
168	469	218	519	14,881	4,335	3	59	1,985	224,827	4,56,893	XLVII	(d) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section.)
...	...	...	...	22,782	4,474	37	351	126	213,030	4,01,179	XLIX	
168	469	458	519	37,663	8,808	40	410	2,174	443,921	8,59,669		
...	...	...	...	...	...	83	99	597	98,936	1,31,820	LI	
...	...	...	...	...	...	83	99	597	98,936	1,31,820		
...	...	...	...	...	...	...	...	...	...	...	LIII	
24	27	2,449	4,891	3,310	2,870	39	468	2,091	164,368	6,03,961		
...	...	273	232	276	206	2	3	699	28,113	44,747		
15	20	2,893	2,271	18,565	20,680	34	440	1,156	180,339	7,23,958	LIV	
39	47	5,615	7,394	22,151	23,756	75	911	3,946	372,820	13,72,660		
...	...	187	70	3,758	2,461	1	14	52	74,192	2,15,358	LV	
...	...	187	70	3,758	2,461	2	14	52	74,192	2,15,358		
5,082	11,565	249,054	5,21,326	1,054,883	5,80,063	9,894	1,67,185	76,180	7,191,736	3,24,78,133	...	

* See also statements Nos. 17 and 29.

Unit mileages of passengers and goods carried on the standard and metre gauge

Serial No.	RAILWAYS.	PASSENGER TRAFFIC.						General merchandise.
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACHING TRAFFIC.	
		1st class.	2nd class.	3rd or intermediate class.	Lowest class (3rd or 4th).	Total.*	Ton-miles.	
	STANDARD GAUGE.							
	State lines worked by companies.							
I	EAST INDIAN	6,418,184	21,198,681	43,547,808	905,648,189	977,113,162	10,876,061	745,041,097
II	BENGAL-NAGPUR	295,922	864,297	995,419	89,112,937	91,268,605	566,290	74,529,469
III	INDIAN MIDLAND (a)	1,314,388	4,356,798	29,872,554	83,813,577	119,357,317	1,321,983	70,246,490
	TOTAL	8,028,794	26,719,776	74,415,811	1,078,574,703	1,187,739,084	12,761,334	889,817,056
	State lines worked by the State.							
IX	NORTH WESTERN (STATE) (b)	5,254,491	19,486,441	28,784,516	548,472,269	601,997,717	7,212,188	419,937,025
X	HYDERABAD-UMARKOT	4,902	14,679	99,618	1,209,933	1,329,162	2,444	284,251
XI	ODDH AND ROHILKHAND (STATE)	1,920,757	5,033,971	5,051,818	233,272,999	245,279,545	1,628,532	123,446,019
XII	EASTERN BENGAL (STATE)	1,542,933	3,062,745	20,109,165	118,584,165	143,299,008	941,672	75,281,666
XIII	BENGAL CENTRAL	79,470	621,191	4,269,453	28,316,062	33,286,176	142,512	5,983,886
XIV	CALCUTTA PORT COMMISSIONERS'	There is no passenger traffic on this line.			...	...	...	Mileage
	TOTAL	8,802,553	28,219,027	58,314,600	929,855,428	1,025,191,608	9,927,348	624,932,847
	Lines worked by guaranteed companies.							
XVIII	GREAT INDIAN PENINSULA (c)	7,265,546	32,688,523	65,625,433	437,194,638	542,774,140	6,421,142	635,052,446
XIX	BOMBAY, BARODA AND CENTRAL INDIA	2,521,105	13,762,973	49,529,677	236,444,595	302,258,350	3,492,236	199,669,106
XX	MADRAS	2,956,015	7,593,032	...	336,845,736	347,394,783	2,669,196	114,442,963
	TOTAL	12,742,666	54,044,528	115,155,110	1,010,484,969	1,192,427,273	12,582,574	949,164,515
	Assisted companies.							
XXI	DELHI-UMBALLA-KALKA	312,852	630,947	858,566	28,139,554	29,941,919	496,215	5,745,049
XXII	TARKESSUR	5,560	50,038	1,460,488	15,383,177	16,899,322	27,061	374,379
	TOTAL	318,412	681,035	2,319,054	43,522,731	46,841,241	523,276	6,119,428
	Lines owned by native states and worked by companies.							
XXVI	THE NIZAM'S GUARANTEED STATE (d)	646,784	3,097,465	12,697,625	43,544,624	59,986,498	456,341	21,242,734
XXVII	THE GAEKWAR'S PETLAD	1,622	26,701	...	3,060,648	3,108,974	6,067	277,396
	TOTAL	648,406	3,124,169	12,697,625	46,625,272	63,095,472	462,408	21,520,130
	Line owned by native state and worked by state railway agency.							
XXIX	RAJPURA-BHATINDA	58,604	118,979	670,592	21,992,421	22,840,296	64,101	5,508,007
	TOTAL	58,604	118,979	670,592	21,992,121	22,840,296	64,101	5,508,007
	TOTAL STANDARD GAUGE	30,599,444	112,907,514	263,572,792	3,131,055,224	3,538,184,974	36,324,041	2,497,061,933

* See also statement

No. 28.

railways during the year ending the 31st December 1892.

GOODS TRAFFIC.								Serial No.	REMARKS.
NUMBER OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).									
Military stores.	Railway materials for construction (Home line only).	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total.		
3,631,497	8,817,956	338,974,458	329,981	63,269,829	27,999,681	1,142,383	1,189,206,882	I	(a) Includes the Bhopal-Itarsi railway.
15,069	14,646,587	8,873,301	1,060,449	11,699,098	1,898,194	1,408	112,723,575	II	
255,630	1,468,708	1,116,619	56,306	8,138,485	2,100,540	2,240	83,385,018	III	
3,902,196	24,933,251	348,964,378	1,446,736	83,107,412	31,998,415	1,146,031	1,385,315,475		
6,635,669	18,005,835	1,917,538	1,390,420	31,654,032	67,799,703	514,622	547,854,844	IX	(b) Includes the Jammu and Kashmir railway (Native state section).
398	23,272	...	...	...	1,548	...	309,469	X	
411,896	3,084,949	3,154,873	390,864	9,670,766	5,972,245	63,294	146,194,906	XI	
30,155	4,379,255	3,495,413	...	5,001,355	2,375,932	7,610	90,571,386	XII	
455	7,449	774,196	...	143,687	8,0018	161	6,995,852	XIII	
not recorded	recorded	...	...	...	...	...	...	XIV	
7,078,573	25,500,760	9,342,020	1,781,284	46,469,840	76,235,446	585,687	791,926,457		
1,787,368	5,982,217	9,179,114	2,163	31,768,398	51,010,330	1,242,201	736,024,237	XVIII	(c) Includes the Wardha Coal, Dhond-Manmad, Khambgaon, and Amravati railways.
263,351	890,150	13,828,008	315	7,219,670	6,978,412	3,629,955	232,478,967	XIX	
564,876	1,654,842	8,859,499	...	987,625	4,960,113	227,317	131,697,235	XX	
2,615,595	8,527,209	31,866,621	2,478	39,975,693	62,948,855	5,099,473	1,100,200,439		
147,432	28,276	251,369	...	...	...	14,171	6,186,297	XXI	
...	401	34,922	...	...	81,498	...	491,200	XXII	
147,432	28,677	286,291	...	...	81,498	14,171	6,677,497		
99,622	457,420	22,156,306	3,705	1,680,299	1,581,814	39,843	47,261,743	XXVI	(d) Includes the Bezvada extension.
...	...	67	...	...	...	2,741	280,204	XXVII	
99,622	457,420	22,156,373	3,705	1,680,299	1,581,814	42,584	47,511,947		
146,027	100,123	30,914	...	163,301	263,617	1,851	6,213,840	XXIX	
146,027	100,123	30,914	...	163,301	263,617	1,851	6,213,840		
143,989,445	59,547,440	412,646,597	3,234,203	171,396,545	173,109,645	6,889,797	3,337,875,655		

STATEMENT

Unit mileages of passengers and goods carried on the standard and metre gauge

Serial No.	RAILWAYS.	PASSENGER TRAFFIC.						General merchandise.
		NUMBER OF PASSENGER MILES (EXPRESSED IN THE NUMBER OF PASSENGERS CARRIED ONE MILE).					OTHER COACH- ING TRAFFIC.	
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	Total. *	Ton-miles.†	
XXXIII	METRE GAUGE.							
	State lines worked by companies.							
	BENGAL AND NORTH-WESTERN—							
	TIRHOOT SECTION }	416,862	669,776	1,186,639	159,805,240	162,078,517	525,350	79,848,225
	COMPANY'S SECTION . . . }							
XXXV	RAJPUTANA-MALWA	1,794,021	6,309,846	18,257,253	486,230,275	512,591,395	3,072,839	409,310,259
XXXVI	SOUTHERN MAHRATTA (a)	1,184,437	4,074,450	...	188,745,683	194,004,570	1,104,051	57,504,125
XXXIX	SOUTH INDIAN (b)	1,069,805	6,855,623	...	354,370,558	362,295,986	686,458	72,869,811
	TOTAL	4,465,125	17,909,695	19,443,892	1,189,151,756	1,230,970,468	5,388,698	619,532,420
XLIII	State lines worked by the State.							
	EASTERN BENGAL (STATE)—							
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHABLLA, 2' 6" GAUGE, BRANCH).	803,431	2,170,740	6,572,552	79,773,427	89,320,150	655,370	40,796,727
	DACCA SECTION	58,364	206,147	1,485,304	18,116,131	19,865,946	74,025	1,623,369
XLIV	BURMA (STATE)	1,164,662	6,095,014	...	233,571,255	240,830,931	491,646	68,237,308
	TOTAL	2,026,457	8,471,901	8,057,856	331,460,813	350,017,027	1,221,041	110,657,404
XLVI	Assisted companies.							
	DEOGHUR	4,728	...	921,198	...	925,926	...	27,897
	ROHILKUND AND KUMAON (COMPANY'S SECTION) (c).	249,011	393,796	491,613	31,099,643	32,234,063	171,485	11,327,616
	DIBRU-SADIYA	66,716	54,627	...	2,864,936	2,986,279	5,894	1,152,076
	TOTAL	320,455	448,423	1,412,811	33,964,579	36,146,268	177,379	12,507,589
LI	Line owned by native state and worked by company.							
	THE GAEKWER'S MEHSANA . . .	5,246	48,948	...	9,896,418	9,950,612	25,516	2,955,088
	TOTAL	5,246	48,948	...	9,896,418	9,950,612	25,516	2,955,088
LIII	Lines owned and worked by native states.							
	JODHPORE-BICKANEER —							
	JODHPORE SECTION	67,793	326,183	...	26,025,201	26,419,177	180,995	10,594,022
	BICKANEER SECTION	5,451	21,095	...	1,949,169	1,975,715	19,201	844,721
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-POR- BANDAR.	210,216	1,224,940	...	49,935,749	51,370,905	213,055	10,658,014
	TOTAL	283,460	1,572,218	...	77,910,119	79,765,797	413,251	22,096,757
LV	Foreign line.							
	WEST OF INDIA PORTUGUESE . .	29,136	104,128	...	3,361,843	3,495,107	20,012	3,256,859
	TOTAL	29,136	104,128	...	3,361,843	3,495,107	20,012	3,256,859
	TOTAL METRE GAUGE	7,129,879	28,555,313	28,914,559	1,645,745,528	1,710,345,279	7,245,897	771,006,117

* See also statement

No. 28—concl'd.

railways during the year ending the 31st December 1892—concl'd.

GOODS TRAFFIC.								Serial No.	REMARKS.
NUMBER OF TON-MILES (EXPRESSED IN THE NUMBER OF TONS MOVED ONE MILE).									
Military stores.	Railway materials for construction (Home line only.)	Coal and coke for the public and foreign railways.	Coal and coke for construction (Home line only).	Coal and coke for revenue only.	Revenue stores other than coal and coke.	Live stock.	Total.		
...	1,164,050	1,294,021	...	1,572,532	1,460,638	36,991	85,376,457	XXXIII	†Approximate figures. (a) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr railway. (b) Includes the Pondicherry railway.
1,266,042	9,831,611	2,089,523	560,410	18,597,093	7,623,353	570,354	449,848,645	XXXV	
498,746	2,195,749	724,519	1,716	3,685,429	11,752,208	37,824	76,400,316	XXXVI	
35,933	4,466,792	244,416	...	2,551,499	6,878,221	24,702	87,071,374	XXXIX	
1,800,721	17,658,202	4,352,479	562,126	26,406,553	27,714,420	669,871	698,696,792		
16,847	3,454,033	1,091,360	...	1,643,884	3,299,586	927	50,303,364	XLIII	
...	482	37,934	...	42,635	74,446	513	1,779,379		
484,560	4,672,039	...	24,686	1,937,213	6,969,721	533,032	82,858,559	XLIV	
501,407	8,126,554	1,129,294	24,686	3,623,732	10,343,753	534,472	134,941,302		
...	...	...	...	1,150	...	...	29,047	XLVI	(c) Includes the Rohilkund and Kumaon railway (Lucknow-Bareilly section.)
41,777	630,261	4,512	33,099	28,117	327,975	162	12,393,519	XLVII	
...	...	9,537,159	...	...	909,176	1,438	11,599,849	XLIX	
41,777	630,261	9,541,671	33,099	29,267	1,237,151	1,600	24,022,415		
55	137,534	298	...	...	...	2,223	3,095,198	LI	
55	137,534	298	...	...	...	2,223	3,095,198		
932	1,653,664	46,254	1,505	276,002	159,562	2,953	12,734,894	LIII	
121	270,959	989	...	12,453	11,203	76	1,140,522		
...	724,856	136,817	995	102,320	1,819,976	3,024	13,446,002	LIV	
1,053	2,649,479	184,060	2,500	390,775	1,990,741	6,058	27,321,418		
...	6,153	...	...	1,253	97,470	137	3,361,872	LV	
...	6,153	...	...	1,253	97,470	137	3,361,872		
2,345,013	29,208,183	15,207,802	622,411	30,451,580	41,383,535	1,214,356	891,438,997		

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile

Serial No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	STANDARD GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
I	EAST INDIAN	1,54,30,325	3·90	31·96	3,28,49,097	5·83	68·04	4,82,79,422	5·03	7,91,201	0·08
II	BENGAL-NÁGPUR	11,11,283	2·98	19·59	45,61,506	4·16	80·41	56,72,789	3·86	4,10,773	0·28
III	INDIAN MIDLAND (a)	19,90,028	2·89	40·98	28,65,714	3·28	59·02	48,55,742	3·11	2,22,779	0·14
VI	WARDHA COAL.	...	...	...	...	...	...	...	...	(b) 1,07,574	...
VII	DHOND-MANMÁD	...	...	...	...	...	...	...	...	(b) 3,41,155	...
VIII	BEZVÁDA EXTENSION	...	...	...	...	...	...	...	...	(b) 28,908	...
	TOTAL	1,85,31,636	3·69	31·51	4,02,76,317	5·30	68·49	5,88,07,953	4·66	19,02,390	0·11
	State lines worked by the State.										
IX	NORTH WESTERN (STATE) (d)	94,83,579	2·95	36·58	1,64,44,903	3·50	63·42	2,59,28,482	3·28	4,80,606	0·06
	AMRITSAR-PATHÁNKOT	...	...	...	...	...	...	...	...	(b) 28,052	...
X	HYDERABAD-UMARKOT	19,212	1·76	58·48	13,641	1·44	41·52	32,853	1·62	353	0·01
XI	ODDH AND ROHILKHAND (STATE)	37,57,481	3·45	45·99	44,12,793	3·27	54·01	81,70,274	3·35	3,72,563	0·15
XII	EASTERN BENGAL (STATE)	22,89,026	2·71	35·36	41,83,677	5·13	64·64	64,72,703	3·90	2,54,357	0·15
XIII	BENGAL CENTRAL	5,53,417	2·83	72·65	2,08,314	2·00	27·35	7,61,731	2·55	7,616	0·03
XIV	CALCUTTA PORT COMMISSIONERS'	...	...	...	2,48,662	(e)	...	2,48,662	(e)	22,258	(e)
	TOTAL	1,61,02,715	3·01	38·93	2,55,11,990	3·62	61·07	4,16,14,705	3·35	11,65,805	0·09
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA (f)	89,58,793	2·62	22·24	3,13,19,876	4·92	77·76	4,02,78,669	4·12	3,86,958	0·04
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	46,57,496	3·55	33·37	92,99,145	7·58	66·63	1,39,56,641	5·50	2,87,837	0·11
XX	MADRAS	37,54,832	2·97	39·75	56,90,712	4·54	60·25	94,45,544	3·75	1,79,125	0·07
	TOTAL	1,73,71,121	2·90	27·28	4,63,09,733	5·24	72·72	6,36,80,854	4·29	8,53,920	0·06
	Assisted companies.										
XXI	DELHI-UMBALLA-KALKA	6,74,094	2·05	62·88	3,97,941	3·09	37·12	10,72,035	2·34	9,734	0·02
XXII	TARKESSUR	2,68,399	5·77	91·69	24,312	4·60	8·31	2,92,711	5·65	963	0·02
	TOTAL	9,42,493	2·51	69·06	4,22,253	3·15	30·94	13,64,746	2·68	10,697	0·02
	Lines owned by native states and worked by companies.										
XXIII	KHÁMGAON	...	...	...	...	...	...	...	...	(b) 30,909	...
XXIV	AMBÁOTI	...	...	...	...	...	...	...	...	(b) 49,522	...
XXVI	THE NIZAM'S GUARANTEED STATE (g)	8,36,044	3·76	31·38	18,27,808	4·81	68·62	26,63,852	4·42	1,16,789	0·19
XXVII	THE GARHWAR'S PETLÁD	42,150	3·13	69·40	18,594	2·97	30·60	60,734	3·11	509	0·03
	TOTAL	8,78,194	3·73	32·23	18,46,392	4·78	67·77	27,24,586	4·38	1,97,729	0·19
	Lines owned by native states and worked by state railway agency.										
XXIX	RÁJPURA-BHÁTÍNDÁ	3,20,311	3·65	57·11	2,40,601	2·94	42·89	5,60,912	3·30	3,141	0·02
XXX	JAMMU AND KASHMIR (NATIVE STATE SECTION).	...	...	...	...	...	...	...	...	(b) 15,444	...
	TOTAL	3,20,311	3·65	57·11	2,40,601	2·94	42·89	5,60,912	3·30	18,585	0·02
	TOTAL STANDARD GAUGE	5,41,46,470	3·17	32·09	11,46,07,286	4·77	67·97	16,87,53,766	4·10	41,49,126	0·09

(a) Includes the Bhopal-Itánsi railway.
(b) Represent amounts received by the State as rent from the working railway.
(c) Expenditure incurred direct by the State.
(d) Includes the Jammu and Kashmir railway.
(e) Train-mileage not recorded.
(f) Includes branch lines worked, but excludes charges incurred on them direct by the State. The percentage of net earnings on capital outlay is for the Great Indian Peninsula railway only.
(g) Includes the earnings and expenses of the Bezváda extension, but excludes the charges incurred direct by the State. The percentage of net earnings on capital outlay is for the Nizám's Guaranteed State railway only.

No. 29.

per week, on the standard and metre gauge railways during the year ending the 31st December 1892.

TOTAL EARNINGS, EXCLUDING STEAM-BOAT.			STEAM- BOAT EARNINGS.	GROSS EARNINGS, INCLUDING STEAM-BOAT.†			WORKING EXPENSES.§			NET EARNINGS.‡			Serial No.
Amount.	Per mean- mile worked per week.†	Per train- mile.	Amount.	Amount.	Per train- mile.	Per cent. on total standard gauge.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on total capital outlay on open line.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
4,90,70,623	579.76	5.71	70,977	4,91,41,600	5.12	28.45	1,41,20,554	1.47	28.73	3,50,21,046	3.65	9.62	I
60,83,562	140.69	4.14	...	60,83,562	4.14	3.52	30,75,396	2.09	50.55	30,08,166	2.05	8.19	II
50,78,521	129.57	3.25	...	50,78,521	3.25	2.94	31,29,981	2.00	61.63	19,48,540	1.25	2.09	III
(b) 1,07,574	...	...	...	(b) 1,07,574	...	...	(c) 73,478	...	...	34,096	...	...	VI
(b) 3,41,155	...	...	...	(b) 3,41,155	...	...	(c) 12,821	...	...	3,28,334	...	...	VII
(b) 28,908	...	...	...	(b) 28,908	...	...	(c) 1,160	...	...	27,748	...	...	VIII
6,07,10,343	660.51	4.77	70,977	6,07,81,320	4.78	34.91	2,04,13,390	1.61	33.71	4,03,67,930	3.17	7.09	
2,64,09,088	237.78	3.34	26,577	2,64,35,665	3.34	15.31	1,69,84,636	2.15	64.25	94,51,029	1.19	2.22	IX.
(b) 28,052	...	...	...	(b) 28,052	...	...	...	...	...	28,052	...	...	
33,206	29.16	1.63	...	33,206	1.63	0.02	35,155	1.73	105.87	-1,949	-0.09	-5.12	X
85,42,837	237.22	3.50	...	85,42,837	3.50	4.95	25,26,507	1.45	41.28	50,16,330	2.05	5.43	XI
67,27,060	520.13	4.05	2,97,835	70,24,895	4.23	4.06	31,13,317	1.88	44.32	39,11,578	2.36	6.62	XII
7,69,347	118.35	2.57	...	7,69,347	2.57	0.45	4,56,444	1.53	59.33	3,12,903	1.05	3.11	XIII
2,70,920	837.62	(e)	...	2,70,920	(e)	0.15	1,40,005	(e)	51.68	1,30,915	(e)	2.26	XIV
4,27,80,510	232.34	3.44	324,412	4,31,04,922	3.47	24.94	2,42,56,064	1.95	56.27	1,88,48,858	1.52	3.17	
4,06,65,627	524.57	4.16	...	4,06,65,627	4.16	23.55	2,04,47,318	2.09	50.28	2,02,18,309	2.07	7.29	XVIII
1,42,44,478	594.34	5.61	...	1,42,44,478	5.61	8.25	61,13,519	2.41	42.92	81,30,959	3.20	8.44	XIX
96,24,669	220.55	3.82	...	96,24,669	3.82	5.57	53,32,537	2.12	55.40	42,92,132	1.70	3.58	XX
6,45,34,774	444.67	4.35	...	6,45,34,774	4.35	37.37	3,18,93,374	2.15	49.42	3,26,41,400	2.20	6.62	
10,81,769	128.89	2.36	...	10,81,769	2.36	0.63	5,19,249	1.13	48.00	5,62,520	1.23	3.69	XXI
2,93,674	254.05	5.67	...	2,93,674	5.67	0.17	1,33,837	2.68	47.28	1,54,837	2.99	8.94	XXII
13,75,443	144.04	2.70	...	13,75,443	2.70	0.80	6,58,086	1.29	47.85	7,17,357	1.41	4.23	
(b) 30,909	...	...	...	(b) 30,909	...	...	...	...	...	30,909	...	...	XXIII
(b) 49,522	...	...	...	(b) 49,522	...	...	(c) 885	...	...	48,637	...	...	XXIV
27,80,641	151.15	4.61	...	27,80,641	4.61	1.61	14,55,632	2.41	52.35	13,24,959	2.20	3.35	XXVI
61,243	83.22	3.14	...	61,243	3.14	0.04	26,486	1.36	43.25	34,757	1.78	4.89	XXVII
29,22,315	148.86	4.57	...	29,22,315	4.57	1.65	14,83,053	2.33	52.16	14,39,262	2.19	3.38	
5,64,053	100.49	3.32	...	5,64,053	3.32	0.33	3,10,229	1.83	55.00	2,53,824	1.49	3.82	XXIX
(b) 15,444	...	...	...	(b) 15,444	...	...	...	...	...	15,444	...	...	XXX
5,79,497	100.49	3.32	...	5,79,497	3.32	0.33	3,10,229	1.83	55.00	2,69,268	1.49	3.82	
17,29,02,832	324.81	4.19	3,95,389	17,32,98,271	4.20	100.00	7,90,14,196	1.92	45.59	9,42,84,075	2.28	5.47	

* See also statements Nos. 17 and 26.
† See also statements Nos. 17 and 27.
‡ See also statement No. 17.
§ See also statements Nos. 17 and 30.

STATEMENT

Gross earnings, working expenses, and net earnings per train-mile, also the gross earnings per mile per

Serial No.	RAILWAY.	COACHING EARNINGS.*			GOODS EARNINGS.†			TOTAL TRAFFIC EARNINGS.		SUNDRIES, INCLUDING ELECTRIC TELEGRAPH.	
		Amount.	Per passenger train-mile.	Per cent. on total traffic earnings.	Amount.	Per goods train-mile.	Per cent. on total traffic earnings.	Amount.	Per train-mile.	Amount.	Per train-mile.
	METRE GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.										
XXXIII	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION	20,05,445	2·89	44·31	25,20,555	2·69	55·69	45,26,000	2·78	1,91,989	0·12
	COMPANY'S SECTION										
XXXV	RAJPUTANA-MALWA	62,03,640	2·94	28·50	1,55,67,082	3·35	71·50	2,17,70,722	3·22	6,29,732	0·10
XXXVI	SOUTHERN MAHRATTA (a)	26,44,918	2·60	45·50	31,67,504	2·30	51·50	58,12,422	2·43	1,28,654	0·05
XXXIX	SOUTH INDIAN (a)	40,93,559	2·81	55·01	33,47,720	1·84	44·99	74,41,279	2·25	2,89,058	0·09
	TOTAL	1,49,47,562	2·83	37·79	2,46,02,861	2·80	62·21	3,95,50,423	2·81	12,39,433	0·09
	State lines worked by the State.										
XLIII	EASTERN BENGAL (STATE)—										
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLEA, 2' 6" GAUGE, BRANCH)	14,39,738	2·60	38·25	23,23,362	3·06	61·75	37,63,700	2·87	57,833	0·04
	DACCA SECTION	2,88,703	3·15	77·88	82,014	1·05	22·12	3,70,717	2·19	10,203	0·06
XLIV	BURMA (STATE)	40,76,573	4·63	58·52	28,89,782	2·82	41·48	69,66,355	3·66	1,16,027	0·06
	TOTAL	58,05,014	3·81	52·29	52,95,758	2·84	47·71	1,11,00,772	3·28	1,84,063	0·05
	Assisted companies.										
XLVI	DROGHUR	25,367	...	94·08	1,597	...	5·92	26,964	1·85	...	...
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (d)	5,10,100	2·89	52·75	4,56,893	2·15	47·25	9,66,993	2·49	1,49,491	0·38
XLIX	DIBRU-SADIYA	80,462	3·07	16·71	4,01,179	2·37	83·29	4,81,641	2·47	31,572	0·16
	TOTAL	6,15,929	2·91	41·74	8,59,669	2·25	58·26	14,75,598	2·46	1,81,063	0·30
	Line owned by native state and worked by company.										
LI	THE GARHWAR'S MESHANA	1,25,151	2·84	48·70	1,31,820	2·73	51·30	2,56,971	2·78	1,992	0·02
	TOTAL	1,25,151	2·84	48·70	1,31,820	2·73	51·30	2,56,971	2·78	1,992	0·02
	Lines owned and worked by native states.										
LIII	JODHPORE BICKANEER—										
	JODHPORE SECTION	3,25,529	3·14	35·02	6,03,961	3·00	64·98	9,29,490	3·05	17,490	0·06
	BICKANEER SECTION	24,826	1·37	35·68	44,747	2·13	64·32	69,573	1·77	6,975	0·18
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	8,11,590	2·99	52·85	7,23,958	3·27	47·15	15,35,548	3·12	42,630	0·09
	TOTAL	11,61,945	2·95	45·84	13,72,666	3·10	54·16	25,34,611	3·03	67,095	0·08
	Foreign line.										
LV	WEST OF INDIA PORTUGUESE	54,473	1·17	20·19	2,15,350	3·48	79·82	2,69,832	2·49	17,981	0·17
	TOTAL	54,473	1·17	20·19	2,15,350	3·48	79·82	2,69,832	2·49	17,981	0·17
	TOTAL METRE GAUGE	2,27,10,074	3·03	41·15	3,24,73,133	2·81	55·85	5,51,88,207	2·89	16,91,627	0·09

(a) Includes the Southern Mahratta railway (Mysore section), the Kolhápúr railway, Nanjangad extension, and the Yeswantpur-Dodballapur section.
(b) Approximate figures.
(c) Includes the Pondicherry railway.
(d) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section).
(e) Harbour earnings.
(f) Includes Rs. 15,341 on account of the Pondicherry railway.

No. 29—concl'd.

week, on the standard and metre gauge railways during the year ending the 31st December 1892—concl'd.

TOTAL EARNINGS, EXCLUDING STEAM-BOAT.			STEAM- BOAT EARNINGS.	GROSS EARNINGS, INCLUDING STEAM-BOAT.†			* WORKING EXPENSES.‡			NET EARNINGS.‡			Serial No.
Amount.	Per mean- mile worked per week.‡	Per train- mile.	Amount.	Amount.	Per train- mile.	Per cent. on total metre gauge.	Amount.	Per train- mile.	Per cent. on gross earn- ings.	Amount.	Per train- mile.	Per cent. on total capital outlay on open line.	
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
47,17,989	120·31	2·89	4,05,950	51,23,939	3·14	8·88	21,06,870	1·29	41·12	30,17,069	1·85	5·85	XXXIII
2,24,00,454	257·33	3·32	...	2,24,00,454	3·32	38·81	91,85,679	1·36	41·01	1,32,14,775	1·96	10·13	XXXV
59,41,076	82·50	2·48	...	59,41,076	2·48	10·29	(b) 40,84,055	1·71	68·74	18,57,021	0·77	1·65	XXXVI
77,30,337	136·72	2·36	...	77,30,337	2·36	13·39	48,61,405	1·48	62·89	(f) 28,68,932	0·88	3·64	XXXIX
4,07,89,856	160·07	2·90	4,05,950	4,11,95,806	2·93	71·37	2,02,38,009	1·44	49·12	2,09,57,797	1·49	5·62	
													XLIII
38,21,533	165·46	2·91	3,29,098	41,50,631	3·16	7·19	19,64,072	1·50	47·32	21,86,559	1·66	5·60	
3,30,920	85·26	2·25	...	3,30,920	2·25	0·66	2,45,330	1·45	64·40	1,35,590	0·80	2·02	
70,82,382	196·88	3·72	18,236	71,00,618	3·73	12·20	37,14,531	1·95	52·31	33,86,087	1·78	5·39	XLIV
1,12,84,835	177·61	3·33	3,47,334	1,16,32,169	3·43	20·15	59,23,933	1·75	50·92	57,08,236	1·68	5·26	
26,964	108·25	1·85	...	26,964	1·85	0·05	17,257	1·19	64·00	9,707	0·67	3·37	XLVI
11,16,484	85·10	2·87	...	11,16,484	2·87	1·93	6,43,741	1·66	57·66	4,72,743	1·22	4·78	XLVII
5,13,213	127·35	2·63	...	5,13,213	2·63	0·89	3,49,494	1·79	68·10	1,63,719	0·84	2·40	XLIX
16,56,661	95·22	2·77	...	16,56,661	2·77	2·87	10,10,492	1·69	61·00	6,46,169	1·08	3·77	
2,58,963	53·76	2·80	...	2,58,963	2·80	0·45	1,05,958	1·15	40·92	1,53,005	1·66	5·15	LI
2,58,963	53·76	2·80	...	2,58,963	2·80	0·45	1,05,958	1·15	40·92	1,53,005	1·66	5·15	
													LIII
9,46,980	73·58	3·10	...	9,46,980	3·10	1·64	4,18,039	1·37	44·14	5,28,941	1·73	11·01	
76,548	33·84	1·95	...	76,548	1·95	0·14	51,644	1·31	67·47	24,904	0·64	2·63	
15,78,178	90·95	3·20	...	15,78,178	3·20	2·73	11,40,302	2·31	72·25	4,37,876	0·89	2·54	LIV
26,01,706	30·09	3·11	...	26,01,706	3·11	4·51	16,09,985	1·92	61·88	9,91,721	1·19	4·31	
2,87,813	108·53	2·66	(e) 86,868	3,74,681	3·46	0·65	3,63,574	3·35	97·04	11,107	0·10	0·07	LV
2,87,813	108·53	2·66	86,868	3,74,681	3·46	0·65	3,63,574	3·35	97·04	11,107	0·10	0·07	
5,68,79,834	151·39	2·98	8,40,152	5,77,19,986	3·02	100·00	2,92,51,951	1·53	50·68	2,84,68,035	1·49	5·26	

* See also statements Nos. 17 and 26.
† See also statements Nos. 17 and 27.
‡ See also statement No. 17.
§ See also statements Nos. 17 and 30.

Working expenses in detail on the standard and metre gauge railways

Serial No.	RAILWAY.	Mean mileage worked. (From statement No. 24, pages 115-17).	MAINTENANCE OF WAY, WORKS, AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAFFIC
			Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
	STANDARD GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.											
I	EAST INDIAN (a)	1,627·69	34,77,005	0·36	7·08	43,37,979	0·45	8·83	12,59,323	0·13	2·54	28,48,674
II	BENGAL-NÁGPUR	831·58	8,86,792	0·57	13·75	8,98,924	0·61	14·78	1,81,342	0·12	2·38	4,87,556
III	INDIAN MIDLAND (c)	753·78	6,67,316	0·43	13·14	10,60,353	0·68	20·88	2,35,179	0·15	4·63	4,45,809
VI	WARDHA COAL	(44·88)	(d)71,993	...	...	...	...	...	...	...	...	...
VII	DHOND-MANMÁD	(145·44)	...	...	...	...	...	...	...	...	...	...
VIII	BEZVÁDA EXTENSION	(21·47)	...	...	...	...	...	...	...	...	...	...
	TOTAL	3,213·05	50,53,106	0·23	8·11	62,97,256	0·48	10·26	16,75,844	0·13	2·73	37,62,039
	State lines worked by the State											
IX	NORTH WESTERN (STATE) (e)	2,444·28	53,89,359	0·68	20·39	62,20,171	0·78	23·53	13,28,316	0·17	5·02	24,36,067
X	HYDERABAD-UMARKOT	21·90	20,214	0·99	60·88	7,402	0·36	22·29	2,316	0·11	6·98	2,966
XI	ODDH AND ROHILKHAND (STATE)	692·55	10,38,951	0·43	12·16	10,45,427	0·43	12·24	3,06,789	0·13	3·59	6,44,454
XII	EASTERN BENGAL (STATE)	248·72	4,37,946	0·26	6·24	7,06,894	0·43	10·06	2,79,395	0·17	3·98	7,54,700
XIII	BENGAL CENTRAL	125·01	96,169	0·32	12·50	1,04,403	0·35	13·57	35,283	0·12	4·59	1,03,544
XIV	CALCUTTA PORT COMMISSIONERS'	6·22	13,060	(g)	4·82	24,337	(g)	8·99	10,703	(g)	3·95	72,171
	TOTAL	3,538·68	69,95,699	0·56	16·23	31,08,634	0·56	13·31	19,62,802	0·16	4·55	40,42,902
	Lines worked by guaranteed companies.											
XVIII	GREAT INDIAN PENINSULA (h)	1,490·81	48,82,007	0·50	12·01	77,52,128	0·79	19·06	20,43,153	0·21	5·02	30,05,537
XIX	BOMBAY, BARODA AND CENTRAL INDIA	460·30	16,41,575	0·65	11·52	19,68,371	0·78	13·02	8,23,793	0·22	5·78	8,32,011
XX	MADRAS	839·26	14,52,779	0·53	15·09	13,61,235	0·74	19·34	5,16,753	0·21	5·37	8,43,744
	TOTAL	2,790·37	79,76,361	0·54	12·36	1,15,81,334	0·78	17·95	33,83,699	0·23	5·24	46,82,242
	Assisted companies.											
XXI	DELHI-UMBALLA-KALKA	161·40	Details included with the East Indian railway.	...	...	...	...	...	...	...	...	...
XXII	TARKESSUR	22·23	20,341	0·39	6·93	25,339	0·49	8·63	7,365	0·14	2·51	13,630
	TOTAL	183·63	20,341	0·39	6·93	25,339	0·49	8·63	7,365	0·14	2·51	13,630
	Lines owned by native states and worked by companies.											
XXIV	AMBÁOTI	(5·44)	...	...	...	...	...	...	...	...	...	...
XXVI	THE NIZAM'S GUARANTEED STATE (j)	353·77	4,28,156	0·71	15·40	3,71,400	0·61	13·36	1,10,088	0·18	3·96	2,23,991
XXVII	THE GAEKWAR'S PETLÁD	13·35	7,192	0·37	11·74	8,562	0·44	13·98	3,713	0·19	6·06	2,338
	TOTAL	367·12	4,35,348	0·70	14·00	3,79,962	0·61	13·00	1,13,801	0·18	3·89	2,26,329
	Line owned by native states and worked by state railway agency.											
XXIX	RÁJPURA-BHÁTINDA	107·94	84,227	0·50	14·93	1,11,962	0·66	19·85	35,024	0·21	6·21	44,859
	TOTAL	107·94	84,227	0·50	14·93	1,11,962	0·66	19·85	35,024	0·21	6·21	44,859
	TOTAL STANDARD GAUGE	10,201·39	2,05,65,082	0·50	11·87	2,65,04,787	0·64	15·29	71,78,535	0·17	4·14	1,27,74,339

(a) Includes the Delhi-Umballa-Kalka railway in the case of details only and foreign lines worked over.
(b) Excludes the working expenses of the Delhi-Umballa-Kalka railway (Rs. 5,10,249.)
(c) Includes the Bhopal-Itarsi State railway and foreign lines worked over.
(d) Expenditure incurred direct by the State.
(e) Includes Amritsar-Pathankot railway January to March 1892, and Jammu and Kashmir railway (Native state section) for the whole year, and foreign lines worked over.
(f) Includes Rs. 43,496 on account of rent of leased lines.

No. 30.

during the year ending the 31st December 1892.

FIG.		GENERAL.			STEAM-BOAT.			* SPECIAL AND MISCELLANEOUS.			TOTAL.			Serial No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0·30	5·80	17,91,782	0·19	3·65	80,353	0·01	0·17	8,44,687	0·09	1·72	(b) 1,41,20,554	1·47	28·73	I
0·32	7·69	5,97,217	0·41	9·82	...	...	...	93,565	0·06	1·53	30,75,396	2·09	50·55	II
0·28	8·78	4,72,537	0·30	9·30	...	...	...	2,48,787	0·16	4·90	31,29,981	2·00	61·63	III
...	...	(d) 1,485	...	...	...	...	...	...	...	...	(d) 73,478	...	...	VI
...	...	(d) 12,821	...	...	...	...	...	...	...	...	(d) 12,821	...	...	VII
...	...	(d) 1,160	...	...	...	...	...	...	...	...	(d) 1,160	...	...	VIII
0·29	6·13	28,77,002	0·22	4·66	80,353	0·01	0·13	11,87,039	0·09	1·93	2,04,13,390	1·61	33·71	
0·31	9·33	11,58,147	0·15	4·38	70,139	0·01	0·27	(f) 3,52,437	0·05	1·33	(f) 1,69,84,636	2·15	64·25	IX
0·15	8·93	1,751	0·09	5·27	...	...	...	506	0·03	1·52	35,155	1·73	105·87	X
0·26	7·55	4,02,438	0·16	4·71	...	...	...	88,448	0·04	1·03	35,26,507	1·45	41·28	XI
0·46	10·74	2,85,800	0·17	4·07	3,27,379	0·20	4·66	3,21,203	0·19	4·57	31,13,317	1·88	44·32	XII
0·35	13·46	98,236	0·33	12·77	...	...	...	18,809	0·06	2·44	4,56,444	1·53	59·33	XIII
(g)	26·64	12,091	(g)	4·46	...	...	...	7,643	(g)	2·82	1,40,005	(g)	51·68	XIV
0·32	9·38	19,58,163	0·16	4·55	3,97,518	0·03	0·92	7,89,046	0·06	1·83	2,42,56,064	1·95	56·27	
0·31	7·39	13,26,787	0·14	3·26	...	...	...	(i) 14,37,656	0·14	3·54	(i) 2,04,47,318	2·09	50·28	XVIII
0·33	5·85	5,82,040	0·23	4·09	...	...	...	2,64,929	0·10	1·86	61,13,519	2·41	42·92	XIX
0·33	8·77	5,40,155	0·21	5·61	...	...	...	1,17,871	0·05	1·22	53,32,537	2·12	55·40	XX
0·32	7·26	24,48,982	0·16	3·79	...	...	...	18,20,456	0·12	2·82	3,18,93,374	2·15	49·42	
...	...	...	...	...	...	...	...	...	...	...	5,19,249	1·13	48·00	XXI
0·32	5·66	10,925	0·21	3·72	...	...	...	58,229	1·13	19·83	1,38,837	2·68	47·28	XXII
0·32	5·66	10,925	0·21	3·72	...	...	...	58,229	1·13	19·83	6,58,086	1·29	47·85	
...	...	885	...	...	...	...	...	...	...	...	885	...	...	XXIV
0·37	7·95	2,75,064	0·46	9·89	...	...	...	49,983	0·08	1·79	14,55,682	2·41	52·35	XXVI
0·19	5·99	2,553	0·14	4·18	...	...	...	793	0·04	1·30	26,486	1·37	43·25	XXVII
0·36	7·69	2,78,507	0·45	9·50	...	...	...	50,776	0·08	1·74	14,83,053	2·38	52·16	
0·26	7·95	26,494	0·15	4·70	...	...	...	7,663	0·05	1·36	3,10,229	1·83	55·00	XXIX
0·26	7·95	26,494	01·5	4·70	...	...	...	7,663	0·05	1·36	3,10,229	1·83	55·00	
0·32	7·37	76,00,373	0·18	4·38	4,77,871	0·01	0·28	39,13,209	0·10	2·26	7,90,14,196	1·92	45·59	

(g) Information not furnished.

(h) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways, but excludes the charges incurred direct by the State.

(i) Includes Rs. 5,29,169 on account of rent of leased lines.

(j) Includes the Bezráda extension and 3·10 miles worked over twice by each train, but excludes the charges incurred direct by the State.

* See also statements Nos. 17 and 23.

† See also statement No. 17.

N. B.—The mileages shown within brackets are not included in the totals.

STATEMENT

Working expenses in detail on the several standard and metre gauge railways

Serial No.	RAILWAY.	Mean mileage worked (From statement No. 24, pages 115-17).	MAINTENANCE OF WAY, WORKS, AND STATIONS.			LOCOMOTIVE.			CARRIAGE AND WAGON.			TRAP
			Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.
	METRE GAUGE.	Miles.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.
	State lines worked by companies.											
XXXIII	BENGAL AND NORTH-WESTERN—											
	TIRHOOT SECTION	754.16	4,23,443	0.26	8.26	4,58,646	0.28	8.95	1,40,188	0.09	2.74	4,04,998
	COMPANY'S SECTION											
XXXV	RAJPUTANA-MALWA	1,674.02	16,33,157	0.24	7.29	40,33,686	0.60	18.01	8,13,294	0.12	3.63	14,12,757
XXXVI	SOUTHERN MAHRATTA (a)	1,384.95	9,48,493	0.40	15.96	13,61,474	0.57	22.91	3,10,012	0.13	5.22	6,76,509
XXXIX	SOUTH INDIAN (c)	1,087.28	13,54,670	0.41	17.52	18,09,661	0.55	23.41	3,94,650	0.12	5.11	6,58,671
	TOTAL	4,090.41	43,59,763	0.31	10.58	76,63,467	0.55	18.60	16,58,144	0.12	4.03	31,52,935
	State lines worked by the State.											
XLIII	EASTERN BENGAL (STATE)—											
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLA, 2' 6" GAUGE, BRANCH).	444.15	4,94,581	0.38	11.91	3,91,340	0.30	9.43	97,974	0.07	2.36	3,67,759
	DACCA SECTION	85.92	75,762	0.45	19.89	70,375	0.41	18.47	19,471	0.12	5.11	52,195
XLIV	BURMA (STATE) (d)	691.81	11,08,391	0.58	15.61	11,50,949	0.61	16.21	2,46,839	0.13	3.48	7,11,997
	TOTAL	1,221.88	16,78,734	0.49	14.43	16,12,664	0.48	13.87	3,64,284	0.11	3.13	11,31,951
	Assisted companies.											
XLVI	DROGHUE	4.79	4,302	0.30	15.95	5,074	0.35	18.82	657	0.05	2.44	4,010
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (e).	252.30	1,10,283	0.28	9.88	1,45,956	0.38	13.07	40,541	0.11	3.63	1,32,261
XLIX	DIBRU-SADIYA	77.50	1,34,256	0.69	26.16	67,655	0.35	13.18	22,191	0.11	4.32	38,268
	TOTAL	334.59	2,48,841	0.42	15.02	2,18,685	0.37	13.20	63,389	0.11	3.82	1,74,539
	Line owned by native state and worked by company.											
LI	THE GARHWAR'S MEHSANA	92.63	18,827	0.20	7.27	46,617	0.51	18.00	9,363	0.10	3.62	16,279
	TOTAL	92.63	18,827	0.20	7.27	46,617	0.51	18.00	9,363	0.10	3.62	16,279
	Lines owned and worked by native states.											
LIII	JODHPUR BICKANER—											
	JODHPUR SECTION	247.50	1,20,313	0.39	12.70	1,76,497	0.58	18.64	14,597	0.05	1.54	45,568
	BICKANER SECTION	43.50	14,184	0.36	18.53	24,397	0.62	31.87	1,673	0.04	2.19	5,997
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	333.72	5,16,088	1.05	32.70	2,31,834	0.47	14.69	44,310	0.09	2.81	1,55,594
	TOTAL	624.72	6,50,585	0.78	25.01	4,32,728	0.52	16.63	60,580	0.07	2.33	2,07,159
	Foreign line.											
LV	WEST OF INDIA PORTUGUESE	51.00	62,567	0.58	16.70	81,730	0.75	21.81	16,703	0.15	4.46	41,489
	TOTAL	51.00	62,567	0.58	16.70	81,730	0.75	21.81	16,703	0.15	4.46	41,489
	TOTAL METRE GAUGE	7,225.23	70,19,317	0.37	12.16	1,00,55,891	0.53	17.42	21,72,463	0.11	3.76	47,24,352

(a) Includes Southern Mahratta railway (Mysore section) and the Kolhápúr railway.

(b) Approximate figures.

(c) Includes the Pondicherry railway.

(d) Includes the Mu Valley railway.

(e) Includes the Rohilkund and Kumaon railway (Lucknow-Bareilly section).

(f) Harbour charges.

No. 30—concl'd.

during the year ending the 31st December 1892—concl'd.

FIG.		GENERAL.			STEAM-BOAT.			SPECIAL AND MISCELLANEOUS.			TOTAL.			Serial No.
Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	Amount.	Per train-mile.	Per cent. on gross earnings.	
Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
0.25	7.90	3,83,365	0.24	7.48	2,16,573	0.13	4.23	79,657	0.04	1.56	21,06,870	1.29	41.12	XXXIII
0.21	6.31	11,61,480	0.17	5.18	...	...	...	1,31,305	0.02	0.59	91,85,679	1.36	41.01	XXXV
0.28	11.39	7,31,595	0.30	12.31	...	...	...	55,972	0.03	0.95	(b)40,84,055	1.71	68.74	XXXVI
0.20	8.52	5,90,513	0.18	7.64	..	..	...	53,240	0.02	0.69	48,61,405	1.48	62.89	XXXIX
0.22	7.65	28,66,953	0.20	6.96	2,16,573	0.02	0.52	3,20,174	0.02	0.78	2,02,38,009	1.44	49.12	
0.28	8.86	2,05,949	0.16	4.96	3,01,642	0.23	7.27	1,04,827	0.08	2.53	19,64,072	1.50	47.92	XLIII
0.31	13.70	20,780	0.12	5.46	...	...	...	6,747	0.04	1.77	2,45,330	1.45	64.40	
0.37	10.03	3,79,664	0.20	5.35	61,589	0.03	0.86	55,102	0.03	0.77	37,14,531	1.95	52.31	XLIV
0.33	9.73	6,06,393	0.18	5.21	3,63,231	0.11	3.12	1,66,676	0.05	1.43	59,23,933	1.75	50.92	
0.28	14.87	3,050	0.20	11.31	...	...	...	164	0.01	0.61	17,257	1.19	64.00	XLVI
0.34	11.85	1,29,389	0.33	11.59	...	...	...	85,311	0.22	7.64	6,43,741	1.66	57.66	XLVII
0.20	7.46	85,533	0.44	16.67	...	...	...	1,591	0.01	0.31	3,49,494	1.79	68.10	XLIX
0.29	10.54	2,17,972	0.36	13.16	...	...	...	87,066	0.14	5.26	10,10,492	1.69	61.00	
0.18	6.29	13,353	0.14	5.16	...	...	...	1,514	0.02	0.58	1,05,958	1.15	40.92	LI
0.18	6.29	13,353	0.14	5.16	...	...	...	1,514	0.02	0.58	1,05,958	1.15	40.92	
0.15	4.81	29,807	0.10	3.15	..	...	...	31,257	0.10	3.30	4,18,039	1.37	44.14	LIII
0.15	7.83	3,272	0.08	4.27	...	...	...	2,121	0.06	2.78	51,644	1.31	67.47	
0.31	9.86	1,62,233	0.33	10.28	...	...	...	30,243	0.06	1.91	11,40,302	2.31	72.25	LIV
0.25	7.96	1,95,312	0.23	7.51	...	...	...	63,621	0.07	2.44	16,09,985	1.92	61.88	
0.38	11.07	93,022	0.86	24.83	(f)58,473	0.54	15.61	9,590	0.09	2.56	3,63,574	3.35	97.04	LV
0.38	11.07	93,022	0.86	24.83	58,473	0.54	15.61	9,590	0.09	2.56	3,63,574	3.35	97.04	
0.25	8.19	39,93,010	0.21	6.92	6,38,277	0.03	1.11	6,48,641	0.03	1.12	2,92,51,951	1.53	50.68	

* See also statements Nos. 17 and 29.

† See also statement No. 17.

CHAPTER IX.

Rates and fares.

In 1890 a legal difficulty arose regarding the application to the East Indian railway, under the provisions of the Company's contract, of the *single rate* which had been fixed in 1887 as the maximum and minimum *for each* of the five classes of goods prescribed for adoption. It was therefore resolved in 1891 that the schedule of maximum and minimum rates and fares, which was printed as Appendix J to the Director General of Railways' Administration report for 1891-92, should be adopted on the East Indian railway, it being further laid down that the classification of goods then in force on the line was not to be altered without the prior sanction of Government.

The same schedule, together with a classification of goods based on that in force on the East Indian railway, has also been prescribed for the following railways :

- (i) All state railways administered directly by the Government.
- (ii) Bengal-Nágpur railway.
- (iii) Indian Midland railway.
- (iv) Bengal and North-Western railway.
- (v) Lucknow-Bareilly section of the Rohilkund and Kumaon railway.

The same maxima and minima for both coaching and goods traffic are now also in force on the South Indian and Southern Mahratta railways. The Southern Mahratta railway, however, has been allowed to retain its existing classification for goods, while the South Indian railway has adopted a classification based on that in force on the Madras railway. Neither of these classifications, however, differ materially from that in force on the East Indian railway.

The question of introducing the same schedule of maximum and minimum rates and fares on the Rajputana-Malwa railway, together with a suitable classification of goods, is under consideration.

At present no steps have been taken to revise the maximum rates and fares sanctioned many years ago for the Great Indian Peninsula, Bombay, Baroda and Central India; and Madras railways.

2. The revised rates and conditions for the carriage of coal and railway materials, promulgated with the Government of India, Public Works Department, Circular No. 17 Railway, dated the 30th October 1891 (*vide* Appendix H to the Director General of Railways' Administration report for 1891-92), have been adopted on the East Indian, South Indian, Indian Midland, Bengal-Nágpur, Bengal and North Western (including Tirhoot), North Western (state), Oudh and Rohilkhand (state), Eastern Bengal (state), Burma (state), Bengal Central, Tarkessur, Jorhát, and Dibru-Sadiya railways.

The Rohilkund and Kumaon railway has also introduced these revised rates, except in the case of timber and sleepers.

The Madras, Southern Mahratta, Nizam's Guaranteed State, Darjeeling-Himalayan, Deoghur, Jodhpore-Bickaneer, Bengal Dooars, and Calcutta Port Commissioners' railways have expressed their inability to accept the new rates.

3. Statement No. 31 on pages 144 to 147 shows the ordinary passenger fares and goods rates in force on the standard and metre gauge railways on the 31st December 1892.

4. Particulars of the chief alterations made in the coaching fares and goods rates during 1892 are given below. In taking their equivalents in English money and weight, the rupee has been converted at 1s.4d., and a ton has been taken as equal to 27.22 maunds.

COACHING FARES.

Bengal-Nágpur Railway (Standard gauge).

5. From the 1st November 1892 the rate for Government treasure in consignments of 270 maunds (9·92 tons) and over was reduced from 1 pie to $\frac{2}{3}$ of a pie per maund (2·268*d.* to 1·512*d.* per ton) per mile.

Indian Midland Railway system (Standard gauge).

6. From the 1st January 1892, the coaching fares from Delhi and *viá* and Gháziabad and *viá*, and Bombay and *vice versá*, have been equalized with those chargeable *viá* Delhi over the Bombay, Baroda and Central India railway.

Local third class return tickets available by mail trains at the lowest third class fare have been introduced on the Cawnpore-Jhánsi and Agra-Jhánsi sections, in order that passengers may be induced to travel to and from Agra or Cawnpore and stations up to Jhánsi both ways on the same day, or return on the next day if desirous of making a longer stay.

Permission has been given to Messrs. Henry Gaze & Co. to issue tourists' tickets over the Indian Midland railway on terms similar to those allowed to Messrs. Thomas Cook & Son.

Reduced rates have been adopted for the carriage of treasure, including specie, bullion, etc., the property of Government.

Oudh and Rohilkhand (state) Railway (Standard gauge).

7. On and from 1st October 1892, the third class fares by mail trains on the main line were raised from 2½ pies (0·208*d.*) to 3 pies (0·25*d.*) per mile.

Bengal and North-Western Railway system (Metre gauge).

8. From the 1st January 1892, the fares on the Company's and Tirhoot sections were assimilated, and they are now as follows :

First class,	. . .	18 pies (1·5 <i>d.</i>) per mile.
Second class,	. . .	9 pies (0·75 <i>d.</i>) per mile.
Intermediate class,	. . .	4 pies (0·333 <i>d.</i>) per mile.
Third class,	. . .	1½ to 3 pies (0·125 to 0·25 <i>d.</i>) per mile.

The first class fare on the Company's section was raised from 15 to 18 pies (1·25 to 1·5*d.*) and the intermediate on the Tirhoot section was lowered from 4½ to 4 pies (0·375 to 0·333*d.*) per mile. The third class fares were, as far as possible, arranged so as to amount to one anna (one penny) between stations.

Southern Mahratta Railway (Metre gauge).

9. The third class fares over the Bijápur branch and the Guntakal-Kistna section were reduced from 2½ to 2 pies (0·208 to 0·167*d.*) per mile, with effect from 1st July 1892.

Burma (state) Railway (Metre gauge).

10. Arrangements were made with the Irrawaddy Flotilla Company Limited, for combined circular rail and river tours during the touring season which commenced in December. Tickets for such tours were issued at specially reduced rates.

Rohilkund and Kumaon Railway system (Metre gauge).

11. On the company's section, second class accommodation was substituted for intermediate class, no alterations being made in the fares.

On the Lucknow-Bareilly section, first and second classes were also introduced. The first class fare was fixed at 18 pies (1·5*d.*) per mile, and the 2nd class fare was kept the same as that of the upper class which had previously existed, *viz.*, 9 pies (0·75*d.*) per mile.

GOODS RATES.

Bengal-Nágpur Railway (Standard gauge).

12. The rate for kerosine oil was reduced from $\frac{7}{27}$ to $\frac{1}{4}$ of a pie per maund (0·588 to 0·567*d.* per ton) per mile, and in some special cases to $\frac{1}{8}$ of a pie per maund (0·454*d.* per ton) per mile. Timber rates were reduced from $\frac{1}{4}$ to $\frac{1}{8}$ of a pie per maund (0·567 to 0·378*d.* per ton) per mile with satisfactory results.

During the months July to December, a reduced rate of $\frac{1}{4}$ pie per maund (0·567*d.* per ton) per mile (the ordinary rate during the other months of the year being $\frac{1}{8}$ of a pie per maund (0·756*d.* per ton) per mile) was quoted for lac stick and lac refuse in full wagon loads in order to stimulate traffic.

The East Indian railway goods classification, as given in their tariff of September 1892, was adopted in its entirety, with the exception of the rates for cotton and articles classed as cotton.

Indian Midland Railway (Standard gauge).

13. The terminal charges in "Cross" traffic have been withdrawn.

North Western (state) Railway system (Standard gauge).

14. The only change of any importance in fares during the year was the removal of all extra charges levied on goods traffic on the Sind-Pishin section; the rates for goods on that section being now subject to the same classification and to the same maxima and minima as obtain on the main line.

Amongst minor alterations may be mentioned the changes in respect of certain items of traffic *viá* Gháziabad made with a view to equalization of charges with the Delhi-Umballa-Kalka railway route.

Oudh and Rohilkhand (state) Railway (Standard gauge).

15. On and from the 1st March 1892, the short distance charge of 3 pies per maund (6·805*d.* per ton) was withdrawn on all articles.

On and from the 1st April 1892, the rate over the Oudh and Rohilkhand railway for kerosine oil booked from and *viá* Howrah and Sealdah *viá* Moghal Sarai and Saháranpur to Umballa and stations above was altered from Re. 0-8-5 to Re. 0-8-7 per maund (1*s.* 1·102*d.* to 1*s.* 5·638*d.* per ton).

On and from the 1st November 1892, the rate for edible grains, pulses and common seeds fulfilling special class conditions, and booked from stations on the Rohilkund and Kumaon railway *viá* Lucknow to Sháhjahánpur, Tilhar, Míránpur, Katra, and Fatehganj, was reduced from Re. 0-2-1 to Re. 0-2-0 per maund (4*s.* 8·708*d.* to 4*s.* 6·440*d.* per ton) for the whole distance.

On and from the 1st November 1892, the rate for the carriage of stone of any description in full wagons at owner's risk, and loaded and unloaded by owners and booked *viá* Moghal Sarai, was altered to $\frac{1}{6}$ th pie per maund (0·378*d.* per ton) per mile when carried for distances of 125 miles and over, the rates previously in force being $\frac{1}{3}$ rd, $\frac{1}{5}$ th, and $\frac{1}{6}$ th pie per maund (0·756*d.*, 0·454*d.*, and 0·378*d.* per ton) per mile according to the distance carried.

Eastern Bengal (state) Railway (Standard, metre, and special gauges).

16. The assimilation of the Eastern Bengal (state) railway goods classification with that of the East Indian railway was completed.

The rate for carriage of oil in bulk, in owner's special tank wagons was fixed at eight pies (0·667*d.* per ton) per mile of carrying capacity, with a haulage charge of three annas (3*d.*) per mile for vehicles returned empty. Oil was temporarily carried in engine tenders at the above rates, pending construction of the special vehicles.

Great Indian Peninsula Railway system (Standard gauge).

17. The only important change was a reduction of the minimum rate for food-grains, carried 400 miles, from 0·157 pie to 0·125 pie per maund (0·356*d.* to 0·284*d.* per ton) per mile for traffic from the Bengal-Nágpur railway to Bombay.

Bombay, Baroda and Central India Railway system (Standard and metre gauges).

18. There were no important changes during 1892; but the terminal charge of 3 pies per maund (6·805*d.* per ton) which was levied on all cross traffic on the Rajputana-Malwa railway—*i.e.*, on all traffic which neither originated from, nor terminated at, any station of the line—was abolished on the 1st November 1892.

Southern Mahratta Railway system (Metre gauge).

19. With effect from the 1st May 1892, the following reduced rates were introduced for the carriage of coal for the public:

- 1 mile to 350 miles, 0·147 pie per maund (0·333*d.* per ton) per mile;
- 351 miles to 500 miles, 0·129 pie per maund (0·293*d.* per ton) per mile;
- Over 500 miles, 0·110 pie per maund (0·25*d.* per ton) per mile;

the local rate between the Kistna canal and Guntakal being altered to 0·147 pie per maund (0·333*d.* per ton) per mile with effect from the 11th August.

Reduced rates for several other description of goods were also introduced during the year, especially for salt, grain and common seeds, kerosine oil, indigo, seed, and cotton.

Jodhpore-Bickaneer Railway (Metre gauge).

20. The special famine rates for grain referred to in paragraph 22, Chapter IX, of the last report were discontinued on the 1st September, and for grass on the 1st October 1892.

Passenger fares and goods rates in pies on the standard and metre.

(The fares and rates shown in this table can be converted into

Serial No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.		1st CLASS.	
						Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	STANDARD GAUGE.								
	State lines worked by companies.								
I	EAST INDIAN (a) . . .	18'00	9'00	4'50	2'50	(b)	(c)	9'07	0'33
II	BENGAL-NAGPUR . . .	18'00	8'00	3'00	2'00	(d)	(e) & (f)	9'07	0'33
III	INDIAN MIDLAND (g) . . .	12'00	6'00	(h) 3'00	(i)	{ 2'72 to 9'07 }	{ 2'72 to 9'07 }	9'07	0'33
VI	WARDHA COAL . . .	18'00	9'00	(h) 4'00	(j) 2'00	...	...	Same	as on the
	State lines worked by the State.								
IX	NORTH WESTERN (STATE) (k) .	12'00	6'00	3'00	{ 2'00, 2'25 & 2'50 }	{ 3'40, 4'54, 5'44 & 6'80 }	{ 2'72, 3'02, 3'89, 4'54 & 9'07 }	9'07	0'33
XI	ODDH AND ROHILKHAND (STATE)	12'00	6'00	4'00	{ 2'50 & (l) 3'00 }	{ 4'54 to 9'07 }	{ 2'72 to 4'49 }	9'07	0'33
XII	EASTERN BENGAL (STATE) . .	{ 18'00 & (m) 12'00 }	{ 9'00 & (m) 6'00 }	4'00	2'50	{ 4'54 to 5'44 }	{ 4'54 to 5'44 }	9'07	0'33
XIII	BENGAL CENTRAL . . .	12'00	6'00	4'50	{ 3'00 & (n) 2'50 }	{ 3'89 to 5'44 }	{ 3'89 to 5'44 }	9'07	0'33
XIV	CALCUTTA PORT COMMISSIONERS'	Information not furnished.			...	...	...	...	...
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA (p) .	12'00	6'00	(h) 3'00	(j) 2'50	{ 3'40 to 8'07 }	{ 5'04 & 4'54 }	{ (q) 10'08 (r) 9'58 (s) 9'07 }	{ (q) 0'37 (r) 0'35 (s) 0'33 }
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	12'00	6'00	3'00	{ 2'25 to 2'50 }	{ (t) }	(u)	10'89	0'40
XX	MADRAS . . .	12'00	6'00	...	{ 1'50 & 2'50 }	{ 4'03, 4'57, 6'86 & 8'60 }	{ 4'03, 5'04, 6'05, 8'07 & 10'08 }	10'08	0'37
	Assisted company.								
XXII	TARRESSUR . . .	12'00	6'00	4'50	3'00	Same as on the East Indian railway			
	Lines owned by native states and worked by companies.								
XXVI	THE NIZAM'S GUARANTEED STATE (v)	18'00	6'00	(h) 2'50	(j) 2'00	{ (w) 7'06, (x) 5'04 to 6'05 }	4'54	10'08	0'37
XXVII	THE GARKWAR'S PETLAD . .	12'00	6'00	...	2'50	(y) 7'78	10'89	10'89	0'40

N.B.—The rates under column "Per ton per mile" have, as far as possible, been calculated from the actual rates

No. 31.

gauge railways on the 31st December 1892.

English money at 1s. 4d. to the rupee by taking 1 pie = 0·0832d.)

RATES.

2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Serial No.	REMARKS.
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	I	(a) The East Indian railway fares and rates obtain also on the Delhi-Umballa-Kalka railway, excepting between Umballa and Kalka, for which the figures are double of those herein quoted.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	II	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	III	(b) All stations except Howrah : For first 100 miles . . . 9·07 pies per ton per mile. „ extra distances over 100 and up to 450 miles . . 4·63 „ „ „ extra distances above 450 miles . . . 3·27 „ „
Great Indian Peninsula railway				which works the line.				VI	(c) For all distances up to 400 miles inclusive, 4·49 pies per ton per mile. For distances over 400 miles— For first 400 miles, 4·49 pies per ton per mile. For distances in excess of 400 miles, 2·99 pies per ton per mile. } In consignments of less than 3,000 maunds or 110 tons.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	IX	For all distances up to 400 miles inclusive, 4·08 pies per ton per mile. For all distances over 400 miles— For first 400 miles, 4·08 pies per ton per mile. For distances in excess of 400 miles, 2·72 pies per ton per mile. } In consignments of 3,000 maunds or 110 tons and over.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XI	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XII	(d) 9·07 pies per ton per mile for distances from 1 to 300. 8·08 „ „ „ 301 to 375. 7·31 „ „ „ 376 to 400. 6·55 „ „ „ 401 to 450. 6·05 „ „ „ 451 to 475. 5·29 „ „ „ 476 to 525. 5·04 „ „ „ 526 to 550. 4·29 „ „ „ 551 to 600. 3·02 „ „ „ over 600 miles.
(o)3·89	(o)0·14	(o)4·54	(o)0·17	(o)5·44	(o)0·20	(c)6·80	(o)0·25	XIII	(e) For distances under 100 miles, 9·07 pies per ton per mile. For distances from 100 to less than 300 miles, 6·80 pies per ton per mile.
...	...	...	...	...	...	...	...	XIV	For distances from 300 to less than 600 miles, 4·54 pies per ton per mile. For distances of 600 miles and over, 3·89 pies per ton per mile.
(g)14·11	(g)0·52	20·16	0·74	(g)28·23	(g)1·04	(g)40·33	(g)1·48	XVIII	(f) To Nagpur and via Nagpur, 2·72 pies per ton per mile.
(r)14·11	(r)0·52			(r)28·23	(r)1·04	(r)40·33	(r)1·48		(g) Includes the Bhopal-Itarsi railway.
(s)13·61	(s)0·50			(s)25·20	(s)0·93	(s)34·28	(s)1·26		(h) 3rd class by mail trains. First 100 miles, 2·67 pies. Next „ „ 2·50 „ „ 200 „ 2·33 „ Above 400 „ 2·00 „
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XIX	(i) By trains other than mail. (k) The North Western railway fares and rates obtain also on the Hyderabad-Umarkot, Rajpura-Dhatinda, and Jammu and Kashmir railways.
13·61	0·50	18·15	0·67	24·20	0·89	36·29	1·33	XX	(l) By mail trains on main line. (m) Between Calcutta and Kanchrapara. (n) Between Dum-Dum and Duttapukur. (o) Special class rates A to D.
which works the line.		...	...	...	...	...	...	XXII	(p) Includes the Dhond-Manmad, Khámgaon, and Amraoti railways. (q) For distances from 1 to 400 miles. (r) „ „ 401 to 600 „ (s) „ „ above 600 „ (t) & (u) Food-grains. Coal. } When in consignments of 160 maunds or 5·88 tons and over Per ton per mile. Per ton per mile. Pies. Pies. 1 to 100 miles . . . 9·53 5·44 101 to 200 „ . . 8·80 4·00 201 to 400 „ . . 4·08 4·08 Over 400 „ . . 2·72 2·72 (v) Includes the Bezwada extension railway.
14·11	0·52	20·16	0·74	28·23	1·04	40·33	1·48	XXVI	(w) Local. (x) Through booking.
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	XXVII	(y) This rate applies to consignments weighing 100 maunds or 5·88 tons and over.

in force.

STATEMENT

Passenger fares and goods rates in pies on the standard and metre

(The fares and rates shown in this table can be converted into English

Serial No.	RAILWAY.	PASSENGER FARES PER MILE.				GOODS			
		1st class.	2nd class.	3rd or Intermediate class.	Lowest class (3rd or 4th).	SPECIAL CLASS PER TON PER MILE.		1st CLASS.	
						Food-grains.	Coal.	Per ton per mile.	Per maund per mile.
		Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
	METRE GAUGE.								
	State lines worked by companies.								
XXXIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	18-00	9-00	4-00	2-00	{ 5-44 to 6-80 }	4-49	9-07	0-33
	COMPANY'S SECTION								
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).	18-00	9-00	4-00	2-00	6-80	5-44	9-07	0-33
XXXV	RAJPUTANA-MALWA	15-00	8-00	3-00	{ 2-00 to 2-25 }	(a)	(a)	9-53	0-35
XXXVI	SOUTHERN MAHRATTA (b)	12-00	6-00	...	{ (c) 2-00 & 2-50 }	4-54 to 6-80	4-54 to 9-07	9-07	0-33
XXXIX	SOUTH INDIAN (d)	12-00	4-00	...	2-00	(e) 9-07	(e) 9-07	(e) 9-07	(e) 0-33
	State lines worked by the State.								
XLIII	EASTERN BENGAL (STATE)—								
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLLA, 2' 6" GAUGE, BRANCH).	18-00	9-00	4-00	2-50	{ 3-89 to 5-44 }	{ 3-89 to 5-44 }	9-07	0-33
	DACCA SECTION	18-00	9-00	4-00	2-50	5-44	5-44	9-07	0-33
XLIV	BURMA (STATE)	15-00	6-00	...	3-00	{ 4-08 to 7-89 }	{ 2-72 to 9-25 }	12-25	0-45
	Assisted companies.								
XLVI	DEOGHUR	24-00	...	...	6-00	...	...	...	...
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	35-00	15-00	...	3-11	6-80	5-44	9-07	0-33
XLIX	DIBRU-SADIYA	18-00	9-00	4-00	...	...	...	27-22	1-00
	Line owned by native state and worked by company.								
LI	THE GAEKWAR'S MEHSANA	15-00	8-00	...	2-25	(h) 6-80	9-53	9-53	0-35
	Lines owned and worked by native states.								
LIII	JODHPORE-BICKANER—								
	JODHPORE SECTION	18-00	6-00	...	2-00	(i) 10-89	(i) 10-89	21-78	0-80
	BICKANER SECTION								
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	12-00	6-00	...	2-75	7-08	{ 4-08, 5-99 & 8-17 }	10-89	0-40
	Foreign line.								
LV	WEST OF INDIA PORTUGUESE	12-00	6-00	...	2-50	7-89	5-17	9-80	0-36

N.B.—The rates under column "Per ton per mile" have, as far as possible,

No. 31—concl'd.

gauge railways on the 31st December 1892—concl'd.

money at 1s. 4d. to the rupee by taking one pie = 0·0832.)

RATES.								Serial No.	REMARKS.
2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.			
Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.		
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.		
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XXXIII	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XXXIV	(a) 9·53 pies per ton per mile for distances from . . . 1 to 100 miles. } When in con- 6·80 pies per ton per mile . . . 101 to 200 „ } signments of 4·09 pies per ton per mile . . . 201 to 400 „ } 160 maunds or 2·72 pies per ton per mile . . . 400 „ } 5·88 tons and over.
14·29	0·53	19·05	0·70	23·14	0·85	27·22	1·00	XXXV	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XXXVI	
(f) 13·61	(f) 0·50	(g) 54·44	(g) 2·00	...	...	...	...	XXXIX	(b) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr state railway. (c) This rate was in force over the whole line, except from Poona to Guntakal and Castle Rock and on the Kolhápúr state railway. (d) Includes the Pondicherry railway. (e) On the excepted list. In truck loads of 162 maunds or 5·95 tons, 3 annas per mile, and of 270 maunds or 9·92 tons, 6 annas per mile. (f) Excepted goods. (g) Combustibles.
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00	XLIII	
13·61	0·50	18·15	0·67	22·68	0·83	27·22	1·00		
15·24	0·56	19·87	0·73	...	...	...	...	XLIV	
...	...	...	...	...	...	...	...	XLVI	
12·52	0·46	18·78	0·69	28·01	1·03	54·44	2·00	XLVII	
54·44	2·00	81·66	3·00	...	...	...	...	XLIX	
14·29	0·53	19·05	0·70	23·14	0·85	27·22	1·00	LI	(h) This rate applies to consignments weighing 160. maund 5·88 tons and over.
27·22	1·00	29·91	1·10	34·02	1·25	38·11	1·40	LIII	
16·33	0·60	21·78	0·80	27·22	1·00	32·66	1·20	LIV	(i) Per wagon load { under 100 miles, 0·4-0 a wagon over 100 „ 0·3-0 „
13·88	0·51	23·68	0·87	33·75	1·24	47·91	1·76	LV	

Been calculated from the actual rates in force.

CHAPTER X.

Fuel consumption.

The total consumption of fuel on the standard and metre gauge railways during 1892 compares with the previous year as follows :

Years.	COAL.			Coke.	Patent fuel.	Wood.
	English.	Indian.	TOTAL.			
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Previous year	216,822	782,664	*1,036,498	14,478	8,655	340,038
1892 . . .	204,603	875,996	1,080,599	9,496	4,139	300,682

2. The total consumption of coal during 1892 was 4·25 per cent. greater than in 1891. The quantity of English coal used was 5·64 per cent. less, and that of Indian coal 11·92 per cent. more. The total consumption of coke, which is used on the East Indian railway only, decreased by 34·41 per cent., and that of wood and patent fuel by 11·57 per cent. and 52·18 per cent. respectively.

3. Particulars regarding the description of fuel in use on the principal lines are given in the following paragraphs. The average cost per ton, the consumption per train-mile and per thousand gross ton-miles, stated in terms of Bengal (Kurmurbaree) coal, will be found in Statement No. 32 on page 154.

As very various qualities of fuel are used on Indian railways, it becomes necessary to reduce these to some common standard based on the relative heating efficiency of the coals used. It has therefore been directed that till more exact experiment has determined a closer approximation, the co-efficients 1·11 for English coal and 1·25 for patent fuel, shall be used for converting these into terms of Bengal coal.

East Indian Railway (Standard gauge).

4. The entire supply of fuel used on the East Indian railway and its branches was obtained from the East Indian railway collieries at Kurmurbaree and Serampore.

The average cost of the coal for the year at the collieries was, Rs. 1-9-5 against Rs. 1-9-6 in the previous year.

Bengal-Nágpur Railway (Standard gauge).

5. The coal used during the year on the different sections of the line was obtained from the following sources :

On the main line (Ásansol to Nágpur) and on the section (Bilás-pur to Sahdol.) } Bengal steam coal supplied by the Bengal Coal Company, at Rs. 3 per ton, delivered in wagons at Sanctoria.

On the section (Sahdol to Katni.) } Umaria coal supplied from the Umaria collieries, at Rs. 5-8-0 per ton, delivered in wagons at the pit's mouth, Umaria.

The quantities of the different descriptions of coal consumed during the year were :

				Tons.
Bengal coal	...	...	...	35,123
Umaria coal	...	...	...	3,300

Indian Midland Railway (Standard gauge).

6. Coal was procured from the following sources at the rates noted against each for use upon this railway :

Umaria coal from the Umaria colliery, at Rs. 4-3-0 per ton, free delivery into wagons at pit's mouth.

* Includes 37,012 tons of coal consumed on the South Indian railway not shown in the preceding columns, no record having been kept of the different descriptions of coal used on that line.

Borea and Dhadka coal purchased from the new Beerbhoom Coal Company and the rate for delivery into wagons was Rs. 3-4-0 and Rs. 3-0-0 at Sítarámpur and Ásansol respectively.

Barákar coal from the Bengal Coal Company, delivered at Barákar at Rs. 3-8-0 per ton, loaded into wagons.

Small quantities of washed nuts and Gourangdhi coal were received for trial during the year, the former from the Umaria colliery at Rs. 2-12-0 a ton, and the latter from the Barákar Coal Company at Rs. 2-4-0 per ton, delivered into wagons at Sítarámpur.

The quantity of each description of fuel consumed during the year was as under :

			Tons.
Umaria coal	...	...	25,445
Barákar coal	...	...	6,726
Borea coal	...	...	5,928
Dhadka coal	...	...	975
Khooldiah coal	...	...	729
Gourangdhi coal	...	...	246
Washed nuts from Umaria	...	...	86
Firewood	...	...	382

North Western (state) Railway system (Standard gauge).

7. The fuel used during the year on the different sections of the North Western (State) railway was obtained principally from the following sources :

On the Frontier section	Coal from the Khost colliery, at Rs. 15 per ton, delivered at Khost.
Between Kurrachee and Dádú, also on the Frontier section.	English coal supplied through the agency of the "Hall line" of steamers, at an average rate of Rs. 22 per ton, delivered at Kurrachee.
Between Kotri and Montgomery, and partly between Ruk and Sibi.	Wood fuel procured from the following sources : From the Baháwalpur state forests, at Rs. 45 per 1,000 cubic feet, delivered at railway stations. From the Sind forests, at rates varying from Rs. 34 to Rs. 44 per 1,000 cubic feet (including royalty of Rs. 12 per 1,000 cubic feet), delivered at railway stations. From the Punjab forests, at rates varying from Rs. 50 to Rs. 57 per 1,000 cubic feet, delivered at railway stations.
On the Sind-Sagar and Siálkot branches, &c., between Ráwalpindi and Pesháwar Cantonment, Lahore and Montgomery, and partly between Phillour and Lahore and Lahore and Lála Músa.	Coal from the Dandot colliery, at Rs. 9 per ton, delivered at Kalapani.
Between Gháziabad and Lahore, Lahore and Ráwalpindi, and on the Patháankot branch.	Bengal coal from the "Raneegunge Coal Association," at Rs. 3 and Rs. 3-4-0 per ton, delivered in trucks at Giridih.

The quantities of the different descriptions of fuel used during the year were :

			Tons.
Firewood	...	...	105,490
Bengal coal	..	...	57,545
Dandot coal	...	...	49,795
English coal	...	...	25,832
Khost coal	...	...	8,280
Patent fuel	...	...	208

Oudh and Rohilkhand (state) Railway (Standard gauge).

8. The coal used during the year was Kurhurbaree coal supplied by the Bengal Coal Company, at Rs. 3-4-0 per ton, delivered in wagons at Giridih.

Eastern Bengal (state) Railway (Standard, metre, and special gauges).

9. The coal used during the year on the different sections of the railway was obtained from the following sources :

On the Eastern (Calcutta to Goalundo and branches), Southern (Calcutta to Port Canning and branches), and Central (Dum-Dum to Khoolna and Ránaghat to Bongong) sections.	{ Barákar coal from Barákar Coal Company, at Rs. 3-2 per ton, delivered in wagons at Barákar. Gourangdhi coal supplied by Barákar Coal Company, at Rs. 2-8 per ton, delivered in wagons at the Gourangdhi colliery, and Seebpore coal supplied by Messrs. Shib Kristo Daw & Co., delivered at Rs. 2-12 per ton in wagons at Ásansol and Ransegunge.
On the Northern (Sára Ghât to Siliguri and branches) and Behar (Manihári to Dinagepore, and branch to the Kosi river) sections, including the Kaunia-Dharlla and Mogalhát railways.	{ Barákar coal from Bengal Coal Company, at Rs. 3-4 per ton, delivered in wagons at Barákar ; Deshergarh coal supplied by Equitable Coal Company, at Rs. 3-2 per ton, delivered in wagons at Deshergarh colliery ; and Dooars coal supplied by Messrs. Octavius Steel & Co., at Rs. 9 per ton, delivered at Siliguri.
Dacca section (Naráyanganj Ghât to Mymensingh).	{ Assam coal supplied by the Assam Railway and Trading Company, at Rs. 14 per ton, delivered in wagons at Náráyanganj.

Great Indian Peninsula Railway system (Standard gauge).

10. The coal used during the year on the different sections was obtained from the following sources :

On the Konkan district (Bombay to Karjat and Bombay to Kására).	English coal.
On the Bhere Ghât (Karjat to Lonávla) ...	English and Singareni coal.
On the Thull Ghât (Kására to Igatpuri) ...	English coal.
On the south-east line (Lonávla to Sháhábád).	Singareni coal delivered in wagons at Yellandu station on the Nizam's Guaranteed State railway at Rs. 6 per ton.
On the Dhond-Manmád section ...	Singareni coal.
On the north-east line (Igatpuri to Nándgaon).	English coal.
On the north-east line (Nándgaon to Bhusával).	January to March, English coal for passenger engines and Warora coal for goods engines delivered into wagons at pit's mouth at Rs. 4-8 per ton. From April to July, English coal for all engines, and from August to December English coal for passenger engines and Warora coal for goods engines.
On the north-east line (Bhusával to Khandwa).	English coal for passenger engines and Warora coal for goods engines.
On the north-east line (Khandwa to Jubbulpore).	Umaria coal for passenger engines, delivered into wagons at Umaria at Rs. 5-8 per ton; Nerbudda coal for goods engines, delivered into wagons at Mohpani at Rs. 8-6 per ton.
On the section Bhusával to Nágpur ...	English coal for passenger engines, also Damoodur and Deshergarh coals, were tried in place of English, delivered into wagons at Rs. 3 per ton at Damoodur and Deshergarh stations on the Bengal-Nágpur railway, and Warora coal for goods engines.
On the section Wardha to Warora ...	Warora coal.
On the Khámgaon section ...	Warora coal.
On the Amráoti section ...	Warora coal.

The quantities of the different descriptions of fuel used during the year were :

					Tons.
English coal	...	...	...	...	82,403
Warora coal	...	...	...	...	63,503
Singareni coal	...	...	...	...	46,867
Umaria coal	...	...	...	...	20,236
Mohpani coal	...	...	...	...	14,336
Damoodur coal	...	...	...	...	2,035
Deshergarh coal	...	...	...	...	1,719
Firewood	...	...	...	...	745

Bombay, Baroda and Central India Railway (Standard gauge.)

11. The fuel used in locomotives was entirely English coal. The quantity consumed was 44,792 tons. In addition to this, 361 tons of firewood were used during the year.

The consumption of the various descriptions of fuel by running engines, steam-pumps, stationary engines, and in the workshops was as follows :

Description of coal.	Port shipped from	Quantity consumed.	Average price per ton at place of delivery.	REMARKS.
		Tons.	Rs. A. P.	
Albion Merthyr steam coal	Cardiff ..	17,932	13 5 5	
Ferndale	Do. ...	7,788	13 6 3	
Nixon's navigation steam coal	Do. ...	17,018	13 13 2	
Tylor's Merthyr steam coal	Do. ...	98	16 11 3	
Powell Duffryn steam coal	Do. ...	185	16 2 2	
Hill's Plymouth Merthyr steam coal	Do. ...	4,005	13 4 2	
Transfield Moor smithy steam coal	Middlebro' ...	259	20 6 1	
Insole's Low Main No. 3 large Rhondda furnace coal.	Cardiff ...	229	13 5 6	
Insole's Low Main No. 3 small Rhondda smithy coal.	Do. ...	658	10 14 4	
Insole's Cymuur patent coke	Do. ...	62	16 1 11	
Transfield Moor Durham coke	Middlebro' ...	261	24 12 0	
Glamorgan washed coke	Cardiff ...	50	15 1 11	
Gas Coke	Bombay ..	145	16 0 0	Purchased from the Bombay Gas Company.
English coke ... ..	... ..	2	24 11 3	
Total ... ..	... ..	48,692		

Madras Railway (Standard gauge).

12. The fuel used on the different sections of the railway during the year was obtained from the following sources :

Madras-Jalárpét ... ..	... ..	} Singareni coal on mail and passenger trains, at Rs. 14-12-0 per ton, delivered at Madras.
and ... ..	... ..	
Madras-Rénigunta ... ..	... ..	} Firewood on goods trains, at Rs. 7 per ton.
Jalárpét-Bangalore ... ..	... ..	
and ... ..	... ..	} Firewood, at Rs. 3-6-0 to Rs. 5-14-0 per ton.
Jalárpét-Calicut ... ..	... ..	
Rénigunta-Cuddapah ... ..	... ..	} Firewood, at Rs. 5-0-0 to Rs. 5-12-0 per ton. The mail engines burnt Singareni coal from Madras.
Cuddapah-Ráichúr ... ..	... ..	
		Singareni coal, at Rs. 13-11-0 per ton, delivered at Ráichúr.

The quantities of the different descriptions of fuel used during the year were :

			Tons.
Firewood ... ..	... ..	... ..	79,346
Singareni coal ... ..	... ..	... ..	20,289
Patent fuel ... ..	... ..	... ..	58

The Singareni coal has, it is stated, very markedly improved in quality during the last twelve months.

The Nizam's Guaranteed State Railway (Standard gauge).

13. Singareni coal was used throughout the line, the average cost per ton being Rs. 5-12-8.

Bengal and North-Western Railway (Metre gauge).

14. The coal used during the year was Kurhurbaree coal obtained from the Bengal Coal Company at a cost of Rs. 3-6-0 per ton delivered in wagons at Giridih.

Wood fuel obtained from the Government forests was used on the section west of Gorakhpur and on the Uska branch. Firewood obtained from the Tikri forests was also used on the Ajodhya branch.

The total quantity of Kurhurbaree coal used was 20,995 tons and of firewood 2,190 tons.

Rajputana-Malwa Railway (Metre gauge).

15. The quantities of the different descriptions of fuel used on the Rajputana-Malwa railway were :

				Tons.
Bengal coal	...	...	...	53,424
English coal	...	...	...	39,603
Wood	...	...	...	555

Bengal coal was obtained at Rs. 3-4 and 2-4 per ton for steam and rubble respectively delivered in wagons at Giridih, and English coal delivered at Sábarmati and Khandwa at an average rate of Rs. 23 and 27 per ton respectively. Wood was locally purchased at an average rate of Rs. 8-1-3 per 100 cubic feet, and unserviceable sleepers were supplied for fuel by the engineering department at Rs. 5 per 100 cubic feet.

English coal was used on the Ajmere-Sábarmati and Ajmere-Khandwa sections, and Bengal coal on the remaining portion of the railway. Firewood and unserviceable sleepers were used over the whole line for lighting up engines.

Southern Mahratta Railway system (Metre gauge).

16. The fuel used during the year on the different sections of the Southern Mahratta railway system was obtained from the following sources :

On the Poona branch (Poona to Londa).	}	Kánara firewood supplied by the Forest department, at Rs. 4-4-0 per ton, stacked at Nágargáli, Devarayi, Londa, and Gunji stations.
On the Kolhápur railway (Miraj to Kolhápur).		
On the main line (Castle Rock to Gadag).		
On the Harihar branch (Hubli to Harihar).	}	Firewood supplied by a local contractor, at Rs. 4 per ton, stacked at Khánápur and Kam-bárganvi.
On the Mysore section (Harihar to Shivani).		
On the Mysore section (Shivani to Nanjangúd).	}	Mysore firewood supplied by local contractors, at an average rate of Rs. 6-2-8 per ton, stacked at Arsikere, Bidadi, Closepet, Channapatna, and Mudgere.
On the Bangalore-Dodballapur section.		
On the main line (Gadag to Kistna Canal terminus).	}	Singareni coal supplied by the Hyderabad Deccan Mining Company.
On the Bijápur branch (Hotgi to Gadag).		
		At Rs. 6 per ton, delivered in wagons at colliery (Yellandu).

The fuel supplied under all contracts has been of fair quality, though the firewood obtained on the Mysore section was not equal to that supplied from the Kánara forests. Supplies in the Mysore state are sometimes irregular, owing chiefly, it is understood, to the distance of forests from the railway.

The quantities of each kind of fuel used during the year were :

				Tons.
Firewood	...	...	...	62,589
Singareni coal	...	...	...	14,041
English coal	...	...	...	993

South Indian Railway (Metre gauge).

17. The coal used during the year on the different sections was obtained from the following sources :

Barákar coal supplied by Messrs. Ramachendra Banerjee & Co., and delivered at the ports of Cuddalore and Negapatam at Rs. 16 and Tuticorin Rs. 16 and Rs. 17-8-0 per ton. This coal was used throughout the whole system.

Singareni coal supplied by Messrs. Waljee Laljee & Co., delivered at Dharmavaram at Rs. 17-4-0 per ton, for use on Villupuram-Guntakal section (Dharmavaram to Pákala).

Deshergarh coal supplied by Messrs. Adamson, Mactaggart & Co., and delivered at the ports of Cuddalore at Rs. 15, Tuticorin Rs. 18, and Negapatam Rs. 16 per ton, for use on the northern and southern sections (Cuddalore, Tuticorin, Negapatam, and Erode branches).

Australian Greta coal purchased from Messrs. Gordon, Woodroffe & Co., at Madras at Rs. 18 per ton, and used on Madras-Cuddalore section.

English (West Hartley) coal was supplied by Messrs. Gosman, Smith & Co., delivered into wagons at Madras at Rs. 18 per ton, and used on the Madras-Cuddalore section.

18. The quantities of the different description of fuel used during the year were :

				Tons.
Barákar coal	...	...	...	23,076
Australian coal	...	...	...	5,283
Deshergarh coal	...	...	...	5,040
Singareni coal	...	...	...	1,436
English coal	...	...	...	843
Firewood	..	...	...	7,483

Burma (state) Railway (Metre gauge).

18. On the main line Bengal coal and patent fuel were used in about equal quantities, and wood only on the Mu Valley section. During the year wood fuel has been under collection, and it may probably be the fuel most used between Toungoo and Mandalay during 1893.

Of an order for 3,000 tons of Thingadow coal given to the Burma Coal Company in February 1892, only 895 tons were delivered up to 31st December 1892, and, owing to it having come to hand so slowly, only a few casual trials have been made of it. As some 2,000 tons are expected to be in stock by 31st March 1893, it will be tried on a larger scale during the next official year.

The prices at which fuel was obtained is given below :

				Rs.	A.	P.	
Bengal coal.	{	Welsli patent fuel at	...	...	17	2	0 per ton.
		Barákar coal at	...	...	16	6	0 "
		Borea coal at	...	...	14	2	0 "
		Sanctoria coal at	...	...	16	6	0 "
		Kurhurbaree coal at	...	...	15	12	0 "
		Burma (Thingadow) coal at	...	...	17	1	0 "
		Japanese (Muke) coal at	...	...	17	0	0 "
		Firewood at	...	...	7	2	0 per 100 c. ft.

The quantities used during the year were :

				Tons.
Bengal coal	...	...	...	19,767
English steam coal	...	...	...	28
Firewood	...	...	...	9,896
Patent fuel	...	...	...	3,886

Jodhpore-Bickaneer Railway (Metre gauge).

19. Coal used on the railway was obtained from Giridih at a cost of Rs. 27-8-6 per ton.

Bhavnagar-Gondal-Jundgarh-Porbandar Railway (Metre gauge).

20. The coal used during the year was obtained from England, being Cardiff (Powell Duffryn) and West Hartley, at rates varying from Rs. 20 to Rs. 22-4-0 per ton.

STATEMENT No. 32.

Particulars of fuel consumption on the principal railways during 1892.

Serial No.	RAILWAY.	Description of fuel.	Total quantity actually consumed.	Average cost per ton.	Cost per train-mile.	CONSUMPTION STATED IN (a) TERMS OF KURURABARE COAL.			Average lead from source of supply.
						Total quantity consumed.	Consumption per train-mile.	Consumption per 1,000 gross ton-miles.	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
	STANDARD GAUGE.		Tons.	Rs.	As.	Tons.	lbs.	lbs.	Miles.
I	EAST INDIAN	Bengal coal	221,621	2-06	0-76	221,621	51-74	141-00	226-75
II	BENGAL-NÁGPUR	Bengal and Umaria coal, but principally Bengal coal	38,423	3-50	1-46	34,484	52-56	152-77	Bengal 283-51. Umaria 11-34.
III	INDIAN MIDLAND	Bengal and Umaria coal and wood, but principally Umaria coal	40,517	10-37	4-30	34,134	48-93	161-02	Umaria 149-00 and Bengal 485-00.
IX	NORTH WESTERN (STATE) (b).	English, Bengal, Khost, and Dandot coal; also patent fuel and wood	194,405	12-87	4-94	180,967	49-99	163-34	(c)
XI	ODDH AND ROHILKHAND (STATE)	Bengal coal	43,277	9-38	2-66	43,277	39-75	133-30	Bengal 564-00.
XII	EASTERN BENGAL (STATE) (d)	Bengal coal	46,537	5-45	2-07	43,413	49-66	133-57	Bengal 112-00 and 119-00.
XVIII	GREAT INDIAN PENINSULA (b)	English, Warora, Umaria, Bengal, Mohpani, and Singareni coal and wood, but principally English and Warora coal	231,844	10-17	3-86	198,811	45-51	154-59	(c)
XIX	BOMBAY, BARODA AND CENTRAL INDIA (b)	English coal and wood; a very small percentage of the latter	45,153	13-70	3-87	50,170	43-95	126-23	English 241-00, wood 63-33.
XX	MADRAS	Bengal and Singareni coal and wood; also patent fuel, but principally wood	(e) 140,387	4-80	4-28	53,421	47-49	174-03	Singareni 42-22, wood 20-68, and patent fuel 79-28.
XXVI	THE NIZAM'S GUARANTEED STATE (b)	Singareni coal	14,882	5-79	2-29	12,352	45-94	142-35	Singareni 161-00.
	METRE GAUGE.								
XXXIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	Bengal coal and wood, but principally Bengal coal	23,185	6-88	1-57	23,185	31-86	162-40	Bengal 154.
	COMPANY'S SECTION								
XXXV	RAJPUTANA-MALWA (b)	English and Bengal coal, but principally Bengal coal	93,582	18-62	4-07	97,982	32-05	157-99	English 528-82, Bengal 799-32.
XXXVI	SOUTHERN MAHRATTA (b)	English and Singareni coal and wood, but principally wood	(e) 93,652	5-10	3-19	34,686	32-45	204-96	(c)
XXXIX	SOUTH INDIAN	English, Australian, Singareni, and Bengal coal and wood, but principally Bengal coal.	48,161	15-89	3-71	64,226	43-89	287-74	(c)
XLIII	EASTERN BENGAL (STATE)—								
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLA, 2' 6" GAUGE, BRANCH)	Bengal coal	19,708	5-53	1-33	19,818	33-82	203-91	Bengal 221-00 and 228-00.
	DACCA SECTION	Assam coal	2,219	14-14	2-96	2,353	31-06	(f)	(c)
XLIV	BURMA (STATE)	English and Bengal coal, patent fuel, and wood, but principally Bengal coal	27,191	13-84	3-16	26,972	31-73	154-44	(c)
LIII	JODHPORE-BICKANEER—								
	JODHPORE SECTION	Bengal coal	3,934	27-53	5-68	3,934	28-89	(e)	Bengal 1,066-00
	BICKANEER SECTION	Bengal coal	494	27-53	5-55	494	28-25	(e)	
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-POR-BANDAR	English coal	4,982	20-90	3-38	5,536	25-16	163-49	English 102-75.

(a) See paragraph 3 of this chapter.
(b) Includes branch lines worked.
(c) Information not furnished.

(d) Includes the Bengal Central railway.
(e) Expressed in terms of wood.
(f) Included in Northern and Behar sections.

CHAPTER XI.

Persons employed.

Statement No. 33 on pages 156 to 159 gives detailed information regarding the number of persons of all races employed on the standard and metre gauge railways open for traffic. Numbers employed.

The following is a summary of the figures :

Year ending.	NUMBER OF EMPLOYÉS.				Number of miles open.	Number of stations.
	Europeans.	East Indians.	Natives.	Total.		
<i>Standard gauge.</i>						
Previous year ...	3,752	3,874	190,599	198,225	10,575·81	1,489
31st December 1892 ...	3,569	3,606	186,212	193,387	10,344·65	1,461
<i>Metre gauge (a).</i>						
Previous year ...	874	2,062	59,437	62,373	6,367·58	938
31st December 1892 ...	938	2,201	62,234	65,373	6,712·25	986

It will be seen that natives formed as usual the largest percentage of the entire body of servants. Under Europeans there was a decrease in the numbers employed of 4·88 per cent. on the standard gauge, and an increase of 7·32 per cent. on the metre gauge lines; East Indians show a decrease of 6·92 per cent. on the standard gauge and an increase of 6·74 on the metre gauge; while Natives show a decrease of 2·30 per cent. on the standard gauge and an increase of 4·71 per cent. on the metre gauge.

2. The percentage of casualties amongst Europeans and East Indians from various causes as compared with the previous year is given below :

Casualties.

	Previous year.				1892.			
	Europeans.		East Indians.		Europeans.		East Indians.	
	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.	Standard gauge.	Metre gauge.
Death ...	1·52	1·72	1·47	1·16	2·35	1·07	1·03	1·00
Resignation and discharge	11·46	13·38	10·79	15·18	13·20	12·58	15·70	16·40
Dismissal ...	2·35	2·75	5·09	4·51	2·83	2·67	4·35	5·09
TOTAL ...	15·33	17·85	17·35	20·85	18·38	16·32	21·08	22·49

(a) Excludes the West of India Portuguese railway.

STATEMENT

Numerical return of servants of all races employed on the

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAY-MASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.				TRAFFIC AND TELEGRAPH DEPARTMENTS.				ENGINEER'S DEPARTMENT.			
		Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
	STANDARD GAUGE.												
	State lines worked by companies.												
I	EAST INDIAN (a)	73	25	2,470	2,568	348	224	10,408	10,980	65	33	16,350	16,448
II	BENGAL-NAGPUR	13	32	330	375	33	62	878	973	23	23	7,800	7,846
III	INDIAN MIDLAND (b) . . .	24	23	427	474	42	53	1,389	1,484	24	7	4,205	4,236
	State lines worked by the State.												
IX	NORTH WESTERN (STATE) (c) .	29	17	1,993	2,039	241	223	7,701	8,165	95	41	20,005	20,141
XI	OUDEH AND ROHILKHAND (STATE) .	13	26	677	716	58	55	2,307	2,420	15	17	4,311	4,343
XII	EASTERN BENGAL (STATE) (d) .	17	11	925	953	88	140	3,905	4,133	26	12	6,213	6,251
XIII	BENGAL CENTRAL	2	...	18	(e) 20	Worked by the Eastern (state) railway.			Bengal	2	...	529	531
XIV	CALCUTTA PORT COMMISSIONERS' .	Information not furnished				...	...	...	...	...	...	...	...
	Lines worked by guaranteed companies.												
XVIII	GREAT INDIAN PENINSULA (f) .	41	38	1,302	1,381	396	274	7,390	8,060	72	29	18,184	18,285
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	24	42	862	928	16	17	2,595	2,628	16	...	2,807	2,823
XX	MADRAS	17	49	813	879	90	476	3,609	4,175	20	116	4,517	4,653
	Lines owned by native states and worked by companies.												
XXVI	THE NIZAM'S GUARANTEED STATE (g).	Information not furnished				...	...	...	...	...	...	...	...
XXVII	THE GAEKWAB'S PETLAD . . .	...	...	...	...	...	...	36	36	...	...	48	48
	TOTAL STANDARD GAUGE .	253	263	9,817	10,333	1,312	1,524	40,218	43,054	358	278	84,969	85,605

No. 33.

standard and metre gauge railways (open lines only) on the 31st December 1892.

LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM- BOAT ESTABLISHMENTS.				TOTAL.				Number of miles open (see also statement No. 24, pages 115-17.)	Number of stations.	Serial No.	REMARKS.
Europeans.	East Indians.	Natives.	TOTAL.	Europeans.	East Indians.	Natives.	TOTAL.				
360	242	10,493	11,095	846	524	39,721	41,091	1,793-90	221	I	(a) Includes the Tarkessur and the Delhi-Umballa-Kalka railways.
89	103	2,360	2,552	158	220	11,368	11,746	831-58	81	II	
75	113	1,803	1,991	165	196	7,824	8,185	734-46	93	III	(b) Includes the Bhopal-Itárai railway.
397	224	11,613	12,234	762	505	41,312	42,579	2,551-24	341	IX	(c) Includes the Rájputa-Bhátinda and the Jammu and Kashmir railways.
61	22	3,225	3,308	147	120	10,520	10,787	692-55	104	XI	
105	59	4,027	4,191	236	222	15,070	15,528	937-36	183	XII	(d) Includes the figures of the Bengal Central railway (excluding Agency and Engineer's Departments) and of the metre gauge sections.
Worked	by the	Eastern	Bengal	4	...	547	551	(125-01)	(26)	XIII	(e) Agency and Stores only; others in- cluded with the Eastern Bengal (state) railway.
...	...	...	...	...	...	...	...	...	...	XIV	
372	207	11,162	11,831	881	638	38,038	39,557	1,490-08	212	XVIII	(f) Includes the Wardha Coal, the Dhond-Manmád, and the Khám- gaon, and Amráoti railways.
99	45	2,593	2,737	155	104	8,857	9,116	460-90	85	XIX	
88	436	3,921	4,445	215	1,077	12,860	14,152	839-23	139	XX	
...	...	...	...	...	...	...	...	...	...	XXVI	(g) Includes the Bezvada extension railway.
...	...	11	11	...	...	95	95	13-35	2	XXVII	
1,646	1,541	51,208	54,395	3,569	3,606	186,212	193,387	10,344-65	1,461		

NOTE.—The figures entered within brackets are not included in the total.

Numerical return of servants of all races employed on the

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAY-MASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.				TRAFFIC AND TELEGRAPH DEPARTMENTS.				ENGINEER'S DEPARTMENT.			
		Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.
	METRE GAUGE.												
	State lines worked by companies.												
XXXIII	BENGAL AND NORTH-WESTERN—												
	TIERHOOT SECTION	9	4	396	409	26	38	1,551	1,615	8	4	2,878	2,890
	COMPANY'S SECTION												
XXXV	RAJPUTANA-MALWA (a)	22	32	1,405	1,459	129	144	4,013	4,316	32	21	7,372	7,425
XXXVI	SOUTHERN MAHRATTA (b)	18	47	997	1,062	45	158	2,539	2,742	21	38	4,367	4,426
XXXIX	SOUTH INDIAN (c)	9	27	465	501	19	93	2,928	3,040	20	55	4,920	4,995
	State line worked by the State.												
XLIV	BURMA (STATE)	10	31	184	(d) 225	23	201	1,513	1,737	17	36	3,211	3,264
	Assisted companies.												
XLVI	DROGHUE	...	...	1	1	...	...	10	10	...	...	26	26
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION). (e)	5	1	129	135	18	11	431	400	4	1	736	741
XLIX	DIBRU-SADIYA	4	1	81	86	1	1	152	154	2	...	8	10
	Lines owned and worked by native states.												
LIII	JODHPORE-BICKANEER—												
	JODHPORE SECTION	2	...	81	83	...	1	265	266	...	...	617	617
	BICKANEER SECTION												
LIV	BRÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	5	2	215	252	2	7	517	526	3	4	1,023	1,030
	TOTAL METRE GAUGE	81	145	3,984	4,213	263	654	13,949	14,506	167	150	25,158	25,424

No. 23—concl'd.

standard and metre gauge railways (open lines only) on the 31st December 1892.

LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS, INCLUDING STEAM- BOAT ESTABLISHMENTS.				TOTAL.				Number of miles open (see also statement No. 24, page 115-17)	Number of stations.	Serial No.	REMARKS.
Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.				
27	43	2,454	2,524	70	80	7,279	7,438	756.30	126	XXXIII	
247	334	6,855	7,436	430	531	19,675	20,636	1,766.65	245	XXXV	(a) Includes the Gaekwar's Mchána railway.
68	232	2,242	2,542	152	475	10,145	10,772	1,403.95	188	XXXVI	(b) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr railway.
64	498	4,017	4,609	112	673	12,360	13,145	1,113.04	157	XXXIX	(c) Includes the Pondicherry railway.
46	122	2,532	2,700	96	300	7,440	7,926	717.50	114	XLIV	(d) Excludes Police, which is under the control of the Inspector-General of Police, Burma.
...	...	15	15	...	...	52	52	4.79	1	XLVI	
11	4	481	496	38	17	1,777	1,832	252.30	40	XLVII	(e) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section).
2	2	81	85	9	4	322	335	77.50	29	XLIX	
...	2	293	295	2	3	1,256	1,261	291.00	36	LIII	
19	6	143	168	29	19	1,028	1,076	329.22	50	LIV	
484	1,213	19,143	20,870	938	2,201	62,234	65,373	6,712.25	986		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst during the year ending the

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.									
		EUROPEANS.					EAST INDIANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	STANDARD GAUGE.										
	State lines worked by companies.										
I	EAST INDIAN (a)	72.09	2	6	...	8	23.85	...	5	...	5
II	BENGAL-NAGPUR	10.00	...	3	...	3	36.00	...	19	2	21
III	INDIAN MIDLAND (b)	25.15	1	2	1	4	21.96	...	3	1	4
	State lines worked by the State.										
IX	NORTH WESTERN (STATE) (c)	30.00	...	1	1	2	15.92	...	2	...	2
XI	ODDH AND ROHILKHAND (STATE)	12.17	...	5	...	5	31.40	...	12	...	12
XII	EASTERN BENGAL (STATE) (d)	17.40	1	4	...	5	12.10	...	2	...	2
XIII	BENGAL CENTRAL	2.00	...	...	...	...	...	...	...	...	...
XIV	CALCUTTA PORT COMMISSIONERS'	Information not furnished.				...	...	...	...	...	...
	Lines worked by guaranteed companies.										
XVIII	GREAT INDIAN PENINSULA (e)	40.00	2	...	...	2	37.00	...	...	...	...
XIX	BOMBAY BARODA AND CENTRAL INDIA	24.00	2	3	...	5	41.00	1	4	1	6
XX	MADRAS	16.17	...	4	...	4	50.08	1	8	...	9
	Lines owned by native states and worked by companies.										
XXVI	THE NIZAM'S GUARANTEED STATE (f)	Information not furnished.				...	...	...	...	...	...
XXVII	THE GAIKWAR'S PRILAD	Information not furnished.				...	...	...	...	...	...
							1				
	*TOTAL STANDARD GAUGE	248.98	8	28	2	38	269.31	2	55	4	61

No. 31.

the European and East Indian employés on the standard and metre gauge railways (open lines only)
31st December 1892.

TRAFFIC AND TELEGRAPH DEPARTMENTS.										Serial No.	REMARKS.
EUROPEANS.					EAST INDIANS.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		
353·90	8	44	9	61	216·83	3	34	10	47	I	(a) Includes the Tarkessur and the Delhi-Umballa-Kalka railways.
36·58	1	16	7	24	76·64	...	24	11	35	II	
41·08	1	10	1	12	39·58	1	13	...	14	III	(b) Includes the Bhopal-Itarsi railway.
247·75	5	33	24	62	198·17	4	32	39	75	IX	(c) Includes the Rājputra-Bhātinda and the Jammu and Kashmir railways.
56·83	...	5	1	6	57·73	...	5	4	9	XI	
95·16	...	22	2	24	115·75	...	62	4	66	XII	(d) Includes the figures of the Bengal Central railway (excluding Agency and Engineer's departments) and of the metre gauge sections.
Worked by the	Eastern	Bengal	(state)	railway.						XIII	
...	...	...	...	...	...	...	...	...	...	XIV	
396·00	4	20	3	27	274·00	1	11	2	14	XVIII	(e) Includes the Wardha Coal, the Dhond-Manmad, and the Khānagaon, and Amrāoti railways.
16·00	2	...	...	2	18·00	...	2	1	3	XIX	
88·83	2	11	6	19	453·16	5	48	36	89	XX	
...	...	...	...	...	...	...	...	...	...	XXVI	(f) Includes the Bezvāda extension railway.
...	...	...	...	...	...	...	...	...	...	XXVII	
1,332·13	23	161	53	237	1,449·86	14	231	107	352		

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst the during the year ending the

Serial No.	RAILWAY.	ENGINEER'S DEPARTMENT.										LOCOMOTIVE AND CARRIAGE INCLUDING STEAM-BOAT						
		EUROPEANS.					EAST INDIANS.					EUROPEANS.						
		Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by					
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
	STANDARD GAUGE.																	
	State lines worked by companies.																	
I	EAST INDIAN (a)	63.58	1	4	...	5	34.00	...	6	...	6	362.50	9	46	10	65		
II	BENGAL-NAGPUR	22.16	...	7	...	7	22.66	...	5	...	5	76.00	3	24	13	40		
III	INDIAN MIDLAND (b)	23.83	...	4	...	4	8.00	...	2	2	4	79.00	3	17	...	20		
	State lines worked by the State.																	
IX	NORTH WESTERN (STATE) (c) .	96.50	6	7	2	15	37.75	1	2	2	5	419.00	12	53	9	74		
XI	ODDH AND ROHILKHAND (STATE) .	18.00	1	2	2	5	19.00	...	...	2	2	60.08	2	12	3	17		
XII	EASTERN BENGAL (STATE) (d) .	25.46	2	3	1	6	12.92	...	2	...	2	108.58	4	17	1	22		
XIII	BENGAL CENTRAL	1.75	...	...	...	...	0.18	...	1	...	1		Worked by the					
XIV	CALCUTTA PORT COMMISSIONERS' .	Information not furnished.					...	...	...	...	...	...	...	...	...	...	...	...
	Lines worked by guaranteed companies.																	
XVIII	GREAT INDIAN PENINSULA (e) .	72.00	1	4	1	6	29.00	...	...	...	...	388.00	7	52	...	59		
XIX	BOMBAY, BARODA AND CENTRAL INDIA	16.00	1	1	...	2	2.00	...	...	...	...	97.00	...	18	3	21		
XX	MADRAS	20.00	...	4	1	5	116.00	2	41	...	43	87.00	1	7	...	8		
	Lines owned by native states and worked by companies.																	
XXVI	THE NIZAM'S GUARANTEED STATE (f)	Information not furnished.					...	...	...	...	...	...	...	...	...	...	...	...
XXVII	THE GAEKWAR'S PETLAD . . .	Information not furnished.					...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE .	359.28	12	36	7	55	281.51	3	59	6	68	1,677.16	41	246	39	326		

No. 34—contd.

European and East Indian employ es on the standard and metre gauge railways (open lines only)
31st December 1892—contd.

AND WAGON DEPARTMENTS, ESTABLISHMENTS.					TOTAL.												Mean mileage worked (see also state- ment No. 24, pages 115-17).	Serial No.	REMARKS.
EAST INDIANS.					EUROPEANS.				EAST INDIANS.										
Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by								
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.					
234.50	3	22	4	29	852.07	20	100	19	139	509.18	6	67	14	87	1,811.32	I	(a) Includes the Tarkessur and the Delhi-Umballa-Kalka railways.		
92.00	2	19	25	46	144.74	4	50	20	74	227.30	2	67	38	107	831.58	II			
122.00	2	30	...	32	169.06	5	33	2	40	191.54	3	48	3	54	753.78	III	(b) Includes the Bhopal-Itarsi rail- way.		
226.00	5	25	8	38	793.25	23	94	36	153	477.84	10	61	49	120	2,552.22	IX	(c) Includes the Rajpura-Bhatinda and the Jammu and Kashmir railways.		
20.33	...	4	...	4	147.08	3	24	6	33	128.46	...	21	6	27	692.55	XI			
57.84	1	12	...	13	246.60	7	46	4	57	198.61	1	78	4	83	903.80	XII	(d) Includes the figures for the Bengal Central railway (excluding Agency and Engineer's departments) and the metre gauge sections.		
Eastern Bengal (state) railway.	3.75	...	...	...	...	...	...	...	...	0.18	..	1	...	1	(125.01)	XIII			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XIV			
316.00	2	64	...	66	896.00	14	76	4	94	656.00	3	75	2	80	1,490.81	XVIII	(e) Includes the Wardha Coal, the Dhond-Manmad, and the Khanu- gaon and Amravati railways.		
44.00	...	6	...	6	153.00	5	22	3	30	105.00	1	12	2	15	460.90	XIX			
444.00	3	39	3	45	212.00	3	26	7	36	1,063.24	11	136	39	186	839.26	XX			
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XXVI	(f) Includes the Bezwada extension railway.		
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XXVII			
1,556.67	18	221	40	279	3,617.55	84	471	101	656	3,557.35	37	563	157	760	10,336.22				

NOTE.—The figures within brackets are not included in the total.

STATEMENT

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst the during the year ending the

Serial No.	RAILWAY.	GENERAL ADMINISTRATION, INCLUDING AGENCY, AUDIT, ACCOUNTS, PAYMASTER'S, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY, AND POLICE ESTABLISHMENTS.									
		EUROPEANS.					EAST INDIANS.				
		Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
	METRE GAUGE.										
	State lines worked by companies.										
XXXIII	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION	7	...	1	...	1	3	...	3	...	3
	COMPANY'S SECTION										
XXXV	RAJPUTANA-MALWA (a)	23	...	4	...	4	32	...	5	...	5
XXXVI	SOUTHERN MAHRATTA (b)	18	...	1	...	1	47	...	11	1	12
XXXIX	SOUTH INDIAN (c)	9	...	...	...	...	27	...	...	1	1
	State line worked by the State.										
XLIV	BURMA (STATE)	8.60	...	3	...	3	30.01	...	3	...	3
	Assisted companies.										
XLVI	DEOGHUR	Information not furnished				...	...	...	...	...	...
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (d)	5	...	...	..	...	1	...	2	...	2
XLIX	DIBRU-SADIYA	Information not furnished				...	...	...	...	...	...
	Lines owned and worked by native states.										
LIII	JODHPORE-BICKANEER—										
	JODHPORE SECTION	1.91	...	...	...	...	...	...	...	...	...
	BICKANEER SECTION										
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	5	...	...	...	...	5.80	...	2	1	3
	TOTAL METRE GAUGE	77.51	...	9	...	9	145.81	...	26	3	29

No. 34—contd.

European and East Indian employes on the standard and metre gauge railways (open lines only)
31st December 1892—contd.

TRAFFIC AND TELEGRAPH DEPARTMENTS.										Serial No.	REMARKS.
EUROPEANS.					EAST INDIANS.						
Average number employed.	Number of casualties by				Average number employed.	Number of casualties by					
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
25	1	7	1	9	35	...	8	3	11	XXXIII	
124	...	15	4	19	159	3	56	8	67	XXXV	(a) Includes the Gaekwar's Mohsana railway.
37	1	2	3	6	158	2	20	15	37	XXXVI	(b) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr railway.
17.16	...	2	...	2	91.41	1	22	14	37	XXXIX	(c) Includes the Pondicherry railway.
4	1	...	...	1	117	4	22	4	30	XLIV	
...	...	...	...	...	...	...	...	...	...	XLVI	
18	2	3	1	6	11	...	6	5	11	XLVII	(d) Includes the Rohilkund-Kumaon (Lucknow-Bareilly section.)
...	...	...	...	...	...	...	...	...	...	XLIX	
...	...	...	...	...	0.21	...	...	...	...	LIII	
2	...	...	...	...	11	...	4	...	4	LIV	
227.16	5	29	9	43	582.62	10	138	49	197		

Numerical return of casualties, whether by death, resignation and discharge, or dismissal, amongst the during the year ending the

Serial No.	RAILWAY.	ENGINEER'S DEPARTMENT.										LOCOMOTIVE AND CARRIAGE INCLUDING STEAM-BOAT				
		EUROPEANS.					EAST INDIANS.					EUROPEANS.				
		Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by			
			Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.
	METRE GAUGE.															
	State lines worked by com- panies.															
XXXIII	BENGAL AND NORTH-WESTERN—															
	TIERHOOT SECTION	8	1	1	...	2	4	...	...	...	...	27	1	4	...	5
	COMPANY'S SECTION															
XXXV	RAJPUTANA-MALWA (a)	32-00	...	2	...	2	20-83	...	2	...	2	222	...	33	7	40
XXXVI	SOUTHERN MAHRATTA (b)	22	...	...	...	...	38	...	2	...	2	68	2	16	2	20
XXXIX	SOUTH INDIAN (c)	17-75	...	4	...	4	52-66	...	5	1	6	63-62	...	1	2	3
	State line worked by the State.															
XLIV	BURMA (STATE)	16-70	...	1	...	1	162	...	1	2	3	46	...	8	1	9
	Assisted companies.															
XLVI	DROGHUR	Information not furnished					...	...	...	...	...	...	...	...	...	...
XLVII	ROHILKUND AND KUMAON (COM- PANY'S SECTION) (d)	4	...	...	...	...	1	...	...	...	...	11	1	1	...	2
XLIX	DIBRU-SADIYA	Information not furnished					...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.															
LIII	JODHPORE-BICKANEER—															
	JODHPORE SECTION	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	BICKANEER SECTION															
LIV	BHÁVNAGAR-GONDAL-JUNÁGABH- PORBANDAR	2-91	...	...	...	...	3	...	...	...	...	21	...	9	4	13
	TOTAL METRE GAUGE	103-36	1	8	...	9	281-49	...	10	3	13	458-62	4	72	16	92

No. 34--concl'd.

European and East Indian employés on the standard and metre gauge railways (open lines only)
31st December 1892—concl'd.

AND WAGON DEPARTMENTS, ESTABLISHMENTS.					TOTAL.										Mean mileage worked (see also state- ment No. 24, pages 115-17).	Serial No.	REMARKS.
EAST INDIANS.					EUROPEANS.					EAST INDIANS.							
Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by				Average number employ- ed.	Number of casualties by						
	Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.		Death.	Resignation and discharge.	Dismissal.	TOTAL.			
42	...	5	...	5	67	3	13	1	17	84	...	16	3	19	754.16	XXXIII	
247	6	34	15	55	401	...	54	11	65	458.83	9	97	23	129	1,766.65	XXXV	(a) Includes the Gaekwar's Mehsana railway.
239	2	72	13	87	145	3	19	5	27	482	4	105	29	138	1,384.95	XXXVI	(b) Includes the Southern Mahratta (Mysore section) and the Kolhapur railway.
491.91	4	57	26	87	107.53	...	7	2	9	662.98	5	84	42	131	1,097.28	XXXIX	(c) Includes the Pondicherry railway.
122	...	16	2	18	75.30	1	12	1	14	431.01	4	42	8	54	691.81	XLIV	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLVI	
4	...	1	...	1	38	3	4	1	8	17	...	9	5	14	252.30	XLVII	(d) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLIX	
1.97	...	...	...	...	1.91	...	...	...	...	2.18	...	...	...	...	291.00	LIII	
7	...	2	1	3	30.91	...	9	4	13	26.80	...	8	2	10	333.72	LIV	
1,154.88	12	187	57	256	866.65	10	118	25	153	2,164.80	22	361	112	495	6,561.87		

3. The following statement gives the number of depositors in the State railway Provident fund Institutions and the sums at their credit on the 31st December 1892:

STATEMENT No. 35.

Serial No.	RAILWAY.	Number of staff depositing.	NUMBER OF DEPOSITORS.		AMOUNT AT CREDIT ON THE 31ST DECEMBER 1892.				REMARKS.
			Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	TOTAL.	
	STANDARD GAUGE.				Rs.	Rs.	Rs.	Rs.	
	State lines worked by companies.								
II	BENGAL-NÁGPUR	1,201	14	1,201	2,552	58,855	31,585	92,992	
III	INDIAN MIDLAND (a)	1,439	2	1,439	75	87,363	5,793	93,231	(a) Includes the Bhopal-Itársi railway.
	TOTAL	2,640	16	2,640	2,627	1,46,218	37,378	1,86,223	
	State lines worked by the State.								
IX	NORTH WESTERN (STATE)	5,045	(b) 262	5,036	43,568	10,89,423	6,82,232	18,15,223	(b) Includes 253, who are both voluntary and compulsory depositors.
XI	ODDH AND ROHILKHAND (STATE)	(c) 1,327	63	1,274	10,195	2,54,996	1,22,197	3,87,388	(c) Includes 53 security depositors.
XII	EASTERN BENGAL (STATE)	3,155	43	3,155	8,992	3,70,914	3,02,691	6,82,597	
	TOTAL	9,527	368	9,465	62,755	17,15,333	11,07,120	28,85,208	
	TOTAL STANDARD GAUGE	12,167	384	12,105	65,382	18,61,551	11,44,498	30,71,431	
	METRE GAUGE.								
	State lines worked by companies.								
XXXIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	835	835	15	7,649	1,04,157	46,118	1,57,924	
	COMPANY'S SECTION								
XXXV	RAJPUTANA-MALWA	2,707	163	2,696	47,798	4,78,798	4,21,540	9,48,136	
XXXVI	SOUTHERN MAHRATTA	2,568	...	2,568	...	2,38,420	61,650	3,00,070	
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION)								
XXXIX	SOUTH INDIAN	1,861	10	1,851	125	1,15,682	37,903	1,53,710	
	TOTAL	7,971	1,008	7,130	55,572	9,37,057	5,67,211	15,59,840	
	State lines worked by the State.								
XLIII	EASTERN BENGAL (STATE)—								
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLLA, 2' 6" GAUGE, BRANCH)		Included	with	standard	gauge	section.		
	DACCA SECTION								
XLIV	BURMA (STATE)	1,176	31	1,163	10,598	1,25,973	91,400	2,27,971	
	TOTAL	1,176	31	1,163	10,598	1,25,973	91,400	2,27,971	
	TOTAL METRE GAUGE	9,147	1,039	8,293	66,170	10,63,030	6,58,611	17,87,811	
	Collieries.								
	UMARIA COLLIERY	15	1	15	1	6,659	2,602	9,262	
	WARORA COLLIERY	26	3	26	397	7,207	4,901	12,505	
	TOTAL COLLIERIES	41	4	41	398	13,866	750	21,767	
	GRAND TOTAL	21,355	1,427	20,439	1,31,950	29,38,447	18,10,612	48,81,009	

4. The following abstract gives the enrolled strength and the number of efficient
Railway Volunteer Corps. in the several Railway Volunteer Corps on the 31st March
1893 :

STATEMENT No. 36.

Serial No.	CORPS.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
I	East Indian railway	1,477	73	156	1,198	1,427	50	15	(a) 1	Jamálpur.	(a) Armour Sergeant.
II	Bengal-Nágpur railway	(b) 558	20	80	440	540	18	5	...	Nágpur.	(b) 180 of these are either non-railway employés or being railway employés are either Portuguese or Jews, not shewn in the numerical and casualty return under the head of "Europeans" and "Eurasians."
III	Indian Midland railway	363	17	42	294	353	10	3	...	Jhánsi.	
IX	North Western (state) railway— 3rd Punjab (North Western (state) Railway) Volunteer Rifles	1,118	35	125	930	1,090	28	10	1	Lahore.	
XI	Oudh and Rohilkhand (state) railway—										
	(i) Oudh Volunteer Rifles	157	6	12	129	147	10	1	...	Lucknow.	
	(ii) Oudh Volunteer Reserve Rifles	20	...	...	18	18	2	1	...	Lucknow.	
	(iii) Rohilkhand Volunteer Rifles	82	2	5	68	75	7	1	1	Bareilly.	
	(iv) Rohilkhand Volunteer Reserve Rifles	7	...	...	7	7	...	...	...	Bareilly.	
	(v) Gházipur Volunteer Rifles	7	...	...	7	7	...	...	...	Gházipur.	
	(vi) Cawnpore Volunteer Rifles	4	...	...	4	4	...	...	...	Cawnpore.	
	(vii) Oudh Light Horse	1	...	1	...	1	...	...	...	Lucknow.	
	Carried over	3,704	153	421	3,095	3,669	125	36	3		

STATEMENT No. 36—contd.

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1893—contd.

Serial No.	Corps.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward	3,794	153	421	3,095	3,669	125	36	3		
XII	Eastern Bengal (state) railway	400	19	55	376	450	10	3	...	Calcutta and Saidpur.	
XVIII	Great Indian Peninsula railway	1,110	29	185	895	1,109	1	10	2	Bombay.	
XIX	Bombay, Baroda and Central India railway—										
	1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	437	18	66	319	403	34	5	1	Bombay.	
XX	Madras railway	934	24	110	770	904	30	9	2	Perambūr.	
XXVI	The Nizam's Guaranteed State railway—										
	Hyderabad Volunteer Rifles	179	4	20	155	179	...	1	...	Secunderabad.	
XXXIII	Bengal and North-Western railway (a) —										(a) Includes the Tirhoot section.
	D Company	(b)21	1	2	18	21	...	...	...	Sonepore.	(b) 1 Volunteer, non-railway employé.
	E Company	(c)55	3	4	48	55	...	1	...	Gorakhpur.	(c)14 Volunteers, non-railway employés.
	F Company	82	2	5	74	81	1	1	...	Samastipur.	
	G Company	14	2	4	8	14	...	1	...	Gonda.	
	Gorakhpur Light Horse	9	1	3	5	9	...	1	...	Gorakhpur.	
XXXV	Rajputana-Malwa railway—										
	2nd Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles	977	36	144	788	968	9	10	...	Ajmere.	
	Carried over	8,072	292	1,019	6,551	7,862	210	78	8		

STATEMENT NO. 36—concl'd.

Abstract of the enrolled strength and the number of efficient in the several Railway Volunteer Corps on the 31st March 1893—concl'd.

Serial No.	Corps.	Enrolled strength.	EFFICIENTS.				Non-efficient.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	REMARKS.
			Officers.	Non-commissioned officers.	Volunteers.	Total.					
		No.	No.	No.	No.	No.	No.	No.	No.		
	Brought forward ...	8,072	292	1,019	6,551	7,862	210	78	8		
XXXVI	Southern Mal.ratta railway . .	475	7	38	408	453	22	5	...	Hubli.	
XXXIX	South Indian railway . . .	(d)812	• 20	100	526	646	166	8	...	Negapatam.	(d) 165 Volunteers, non-railway employés.
XLIV	Burma (state) railway . . .	(e)593	13	65	477	555	38	8	2	Rangoon.	(e) 1 Volunteer employed on unopen line and 117 Volunteers, non-railway employés.
XLVII	Rohilkund and Kumaon railway (Company's section)—										
	<i>Rohilkund Volunteer Rifles</i> .	27	2	3	22	27	...	...	...	Bareilly.	
LIV	Bhavnagar-Gondal-Junagarh-Porbandar railway—										
	<i>1st Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company.</i>	54	4	5	43	52	2	1	...	Ghadechi.	
LVIII	Darjeeling-Himalayan railway—										
	<i>Northern Bengal Mountain Rifles, "A" and "B" Troops</i> . .	16	...	3	13	16	...	...	...	Darjeeling.	
LXI	Morvi railway—										
	<i>Bombay, Baroda and Central India Railway Volunteer Rifles, "F" Company</i>	8	...	(f) 1	7	8	...	1	...	Morvi.	(f) Non-commissioned officer belongs to "F" Company.
	TOTAL .	10,057	338	1,234	8,047	9,619	438	101	10		

5. The statement on the next two pages shows the strength and cost of police on the standard and metre gauge railways (open lines) and the amount of compensation payments made during 1892 on account of thefts.

STATEMENT

Strength and cost of police on the standard and metre gauge railways (open line) and the

Serial No.	RAILWAY.	SUBORDINATE OFFICERS.		CONSTABLES AND MEN.		PROPORTION OF THE ANNUAL			
		Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.	SALARIES AND FIXED ALLOWANCES OF OFFICERS.		OFFICE EXPENSES AND TRAVELLING ALLOWANCES.	
						Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.
	Standard gauge.	No.	No.	No.	No.	Rs.	Rs.	Rs.	Rs.
	State lines worked by companies.								
I	EAST INDIAN (a)	...	27	915	468	...	9,565	5,132	25,518
II	BENGAL-NÁGPUR	...	5	90	160	...	918	...	1,839
III	INDIAN MIDLAND (d)	...	7	107	97	...	11,827	...	3,919
	State lines worked by the State (e).								
IX	NORTH WESTERN (f)	8	...	743	...	...	...	3,945	...
X	HYDERABAD-UMARKOT	...	...	8	...	...	...	...	...
XI	ODDH AND ROHILKHAND	4	...	306	...	...	...	1,630	...
XII	EASTERN BENGAL (g)	...	...	266	...	...	1,476	...	3,915
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA (h)	17		934		12,997		1,033	
XIX	BOMBAY, BARODA AND CENTRAL INDIA (j)	52		402		11,818		11,701	
XX	MADRAS	...	7	295	...	1,034	...	1,405	1,710
	Line owned by native states and worked by companies.								
XXVI	THE NIZAM'S GUARANTEED STATE	...	...	...	...	...	...	...	...
	Line owned by native states and worked by state railway agency.								
XXIX	RÁJPURA-BRÁTINDA	...	...	5	...	...	...	...	...
	Metre gauge.								
	State lines worked by companies.								
XXXIII	BENGAL AND NORTH-WESTERN—								
	TIERHOOT SECTION	...	5	231	130	...	6,150	...	...
	COMPANY'S SECTION	...							
XXXV	RAJPUTANA-MALWA	119		607		17,744		16,208	
XXXVI	SOUTHERN MAHRATTA (o)	...	9	64	355	...	5,701	4,281	
XXXIX	SOUTH INDIAN	...	...	214	...	...	...	...	...
	State line worked by the State. (e)								
XLIV	BURMA	1	37	4	178	Details not furnished.		...	...
	Assisted companies.								
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION). (r)	...	5	83	17	...	962	...	351
XLIX	DIBRU-SADIYA (s)	...	...	...	...	...	...	...	...
	Line owned and worked by native states.								
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	...	27	12	61	...	2,400	...	4,017

No. 37.

amount of compensation payments due to thefts during 1892.

COST BORNE BY THE RAILWAY.					* Cost of force to the railway per mean mile of railway worked.	Compensation payments due to thefts.	Compensation payments per 1,000 tons of goods moved.	Mean mileage worked (see also statement No. 24, pages 115-17).	Serial No.	REMARKS.
SALARIES OF SUB- ORDINATE OFFICERS AND MEN.		TOTAL.								
Railway watch and ward.	Law and order.	Railway watch and ward.	Law and order.	TOTAL.						
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.		
48,812	69,734	53,944	1,04,817	(b) 1,58,761	(c) 80.96	1,586	4.91	(c) 1,811.32	I	(a) East Indian railway only.
5,168	18,806	5,168	21,563	(b) 26,731	32.14	871	0.72	831.58	II	(b) Represents $\frac{1}{10}$ th share of charges debitable to the railway.
3,178	11,436	3,178	26,982	(b) 30,160	40.01	...	...	753.78	III	(c) Includes branch lines worked. (d) Includes the Bhopal-Itarsi railway.
70,150	...	74,095	...	74,095	30.31	1,020	0.29	2,444.28	IX	(e) The cost of police for duties of "Law and order" on State lines worked by the State is borne by the Civil Department.
331	...	331	...	331	15.11	...	...	21.90	X	(f) Includes the Jammu and Kashmir railway (Native state section).
22,337	...	23,967	...	23,967	34.61	988	0.80	692.55	XI	(g) Includes the Bengal Central railway and the metre and 2' 6" gauge sections of the Eastern Bengal (state) railway.
22,437	3,135	22,437	8,526	30,963	34.26	2,805	1.82	903.80	XII	(h) Includes the Wardha Coal, the Dhond-Manmád, and the Khámgaon and Amráoti railways.
1,06,111	...	...	...	(i) 1,38,746	93.07	7,183	2.43	1,490.81	XVIII	(i) The cost shown against this railway represents $\frac{1}{10}$ th of the total cost of the police force, except under column "Total," which includes contingent and clothing charges; also pension and leave allowances.
41,927	...	...	...	65,444	111.18	738	0.50	501.15	XIX	(j) Includes the Mehsána-Virangam branch of the Gaekwar's Mehsána railway.
28,224	6,923	30,663	8,633	39,296	46.82	2,414	2.15	839.26	XX	
...	...	...	...	(l) 30,743	86.90	...	...	353.77	XXVI	(l) Cost as per Revenue Accounts; other particulars have not been furnished.
308	...	308	...	308	2.85	...	...	107.94	XXIX	
9,981	(m) 16,887	9,981	23,037	(b) 33,018	43.78	469	0.70	754.16	XXXIII	(m) Includes Office expenses and travelling allowances.
65,001	...	...	...	98,953	56.59	6,430	3.25	1,674.02	XXXV	(o) Includes the Southern Mahratta (Mysore section) and the Kolhápúr railway.
4,568	32,486	4,568	42,468	(p) 54,036	39.38	1,209	1.87	1,384.95	XXXVI	(p) Cost as per special return supplied for the Administration report, including pension and leave allowances, &c., not shown in the preceding columns.
17,658	...	...	...	(q) 40,258	37.03	...	...	1,087.28	XXXIX	
...	...	...	...	(l) 14,403	20.82	2,749	3.38	691.81	XLIV	(q) Cost as per special return supplied for the Administration report, including Government supervision charges (Rs. 22,600) not accounted for in the preceding columns.
3,587	1,119	3,587	2,432	(b) 6,019	23.86	...	...	252.30	XLVII	(r) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section.)
...	...	...	...	...	...	...	...	...	XLIX	(s) No separate railway police force is entertained.
1,095	12,351	1,095	18,768	(r) 27,339	81.92	431	2.39	333.72	LIV	(t) Includes Rs. 7,476, being difference between the figures given in the Revenue Accounts and those furnished in the special return for the Administration report.

* Based on figures given in the Revenue Accounts.

Rolling-stock (Revenue).

The following statement shows the average number of locomotives in use on the principal railways and the work obtained from each during the year 1892:

STATEMENT No. 38.

Serial No.	RAILWAY.	Average number of locomotives.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine per diem.	REMARKS.
	STANDARD GAUGE.					
	State lines worked by companies.					
I	EAST INDIAN	533	11,288,425	21,179	57·87	
II	BENGAL-NÁGPUR	95	1,636,413	17,225	47·06	
III	INDIAN MIDLAND (a)	102	1,693,471	16,981	46·40	(a) Includes the Bhopal-Itársi state railway.
	State lines worked by the State.					
IX	NORTH WESTERN (STATE) (b)	563	9,048,067	16,178	44·22	(b) Includes the Amritsar-Patháńkot, Hyderabad-Umarkot, Jammu and Kashmir, and Rajpura-Bhátinda railways.
XI	ODDH AND ROHILKHAND (STATE)	155	2,891,949	18,664	50·99	
XII	EASTERN BENGAL (STATE) (c)	97	2,458,198	25,342	69·24	(c) Includes the Bengal Central railway.
	Lines worked by guaranteed companies.					
XVIII	GREAT INDIAN PENINSULA (d)	605	11,057,640	18,277	49·94	(d) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti state railways.
XIX	BOMBAY, BARODA AND CENTRAL INDIA (e)	127	2,838,788	22,353	61·07	(e) Includes the Gaekwar's Petlád railway.
XX	MADRAS	153	2,984,241	19,505	53·29	
	Line owned by native state and worked by company.					
XXVI	THE NIZAM'S GUARANTEED STATE (f)	49	676,754	13,811	37·73	(f) Includes the Bezváda extension.

STATEMENT No. 38—concl'd.

Serial No.	RAILWAY.	Average number of locomotives.	Total engine-mileage.	Average mileage per engine.	Average mileage per engine per diem.	REMARKS.
	METRE GAUGE.					
	State lines worked by companies.					
XXXIII	BENGAL AND NORTH WESTERN—					
	TIRHOOT SECTION	100	1,943,837	19,438	53·11	
	COMPANY'S SECTION					
XXXV	RAJPUTANA-MALWA (a)	423	7,665,315	18,121	49·61	(a) Includes the Gaekwar's Mehsana railway.
XXXVI	SOUTHERN MAHRATTA (b)	184	2,635,034	14,321	39·13	(b) Includes the Southern Mahratta railway (Mysore section) and the Kolhapur railway.
XXXIX	SOUTH INDIAN (c)	183	3,522,172	20,886	57·07	(c) Includes the Pondicherry railway.
	State lines worked by the State.					
XLIII	EASTERN BENGAL (STATE)—					
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLEA, 2' 6" GAUGE, BRANCH).	67	1,552,338	21,560	58·91	
	DACCA SECTION	14	189,877	13,563	37·06	
XLIV	BURMA (STATE)	119	2,232,731	18,762	51·26	
	Lines owned and worked by native states.					
LIII	JODHPORE BICKANEER—					
	JODHPORE SECTION	13	367,687	28,284	77·23	
	BICKANEER SECTION					
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-POBANDAR	33	521,309	15,797	43·17	

2. Statement No. 39 on the four following pages shows the number of engines and vehicles used in conveying traffic and the number of miles travelled by trains during 1892.

STATEMENT

Engines and vehicles used in conveying traffic and the number of miles travelled by trains

Serial No.	RAILWAY.	Mean mileage worked. (From statement No. 24, pages 115-17)	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
			Engines.	CARRIAGES.					
				1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite.	Total number.
	STANDARD GAUGE.								
	State lines worked by companies.								
I	EAST INDIAN (a)	1,811.32	562	117	104	61	703	77	1,062
II	BENGAL-NÁGPUR	831.58	97	8	8	...	167	30	213
III	INDIAN MIDLAND (b)	753.78	105	23	17	...	220	59	319
IV	BHOPAL-ITÁRSI (BRITISH SECTION)	(13.00)	Worked by the Indian Midland railway.						
VI	WARDHA COAL	(44.88)	}	Worked by the Great Indian Peninsula railway.					
VII	DHOND-MANMÁD	(145.44)							
VII	BEZVÁDA EXTENSION	(21.47)	Worked by the Nizam's Guaranteed State railway.						
	TOTAL	3,396.68	764	148	129	61	1,090	166	1,594
	State lines worked by the State.								
IX	NORTH WESTERN (STATE) (c)	2,574.12	596	84	93	78	828	147	1,230
X	HYDERABAD-UMARKOT	(21.90)	Worked by the North Western (state) railway.						
XI	ODDH AND ROHILKHAND (STATE)	692.55	156	43	25	20	259	64	411
XII	EASTERN BENGAL (STATE) (d)	373.73	97	27	12	52	201	57	349
XIII	BENGAL CENTRAL	(125.01)	Worked by the Eastern Bengal (state) railway.						
XIV	CALCUTTA PORT COMMISSIONERS'	6.22	8	...	...	...	...	...	...
	TOTAL	3,646.62	849	154	130	150	1,288	268	1,990
	Lines worked by guaranteed companies.								
XVIII	GREAT INDIAN PENINSULA (f)	1,490.81	605	88	150	...	561	95	894
XIX	BOMBAY, BARODA AND CENTRAL INDIA (g)	474.25	127	30	41	22	243	55	391
XX	MADRAS	839.26	153	34	70	...	370	50	524
	TOTAL	2,804.32	885	152	261	22	1,174	200	1,809
	Assisted companies.								
XXI	DELHI-UMBALLA-KALKA	(161.40)	}	Worked by the East Indian railway.					
XXII	TARKESSUR	(22.23)							
	TOTAL	(183.63)	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.								
XXIII	KHÁNGAON	(7.55)	}	Worked by the Great Indian Peninsula railway.					
XXIV	AMRÁOTI	(5.44)							
XXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	(44.11)	Worked by the Indian Midland railway.						
XXVI	THE NIZAM'S GUARANTEED STATE (h)	853.77	50	14	8	...	52	16	90
XXVII	THE GAEKWAR'S PETLÁD	(13.35)	Worked by the Bombay, Baroda and Central India railway.						
	TOTAL	853.77	50	14	8	...	52	16	90
	Lines owned by native states and worked by State railway agency.								
XXIX	RÁJPUTRA-BHÁTINDA	(107.94)	}	Worked by the North Western (state) railway.					
XXX	JAMMU AND KASHMIR (NATIVE STATE SECTION)	(15.92)							
	TOTAL	(123.86)	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE	10,201.39	2,548	468	528	233	3,604	650	5,483

NOTE.—The figures within brackets included in the total.

No. 39.

on the standard and metre gauge railways during the year ending the 31st December 1892.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					Serial No.	REMARKS.
Miscellaneous coaching vehicles (excluding brakes).	Goods vehicles of all descriptions (excluding brakes).	Brake-vans.	Passenger (including passenger proportion of mixed).	Goods (including goods proportion of mixed).	Mixed.	Total train-mileage.	Number of train-miles per mean mile worked.		
156	8,936	341	4,335,050	5,769,500	3,888,517	10,104,550	5,578.56	I	(a) Includes the Delhi-Umballa-Kalka and the Tarkessur railways and foreign lines worked over.
20	2,731	84	372,631	1,096,965	940,612	1,469,596	1,767.23	II	
46	2,140	86	688,762	873,687	609,358	1,562,449	2,072.82	III	(b) Includes the Bhopal-Itarsi railway and foreign lines worked over.
...	...	...	...	...	...	...	...	IV	
...	...	...	...	...	...	...	...	VI	
...	...	...	...	...	...	...	...	VII	
...	...	...	...	...	...	...	...	VIII	
222	13,807	511	5,396,443	7,740,152	5,438,517	13,136,595	3,867.48		
278	10,051	513	3,311,386	4,796,840	3,875,800	8,108,226	3,149.90	IX	(c) Includes the Hyderabad-Umarkot, Jammu and Kashmir, and Kājpura-Bhātinda railways and foreign lines worked over, but excludes the stock belonging to the late Salt branch and the Ferozepore tramway.
...	...	...	...	...	...	...	...	X	
48	4,371	120	1,090,390	1,348,603	1,596,923	2,438,993	3,521.76	XI	(d) Includes the Bengal Central railway.
90	1,862	63	1,039,488	918,805	735,667	1,958,293	5,239.86	XII	
...	...	...	...	...	...	...	...	XIII	(e) Information not furnished.
...	150	...	(e)	(e)	(e)	(e)	...	XIV	
413	16,434	696	5,441,264	7,064,248	6,208,390	12,505,512	3,429.34		
149	7,953	590	3,422,940	6,362,636	1,104,255	9,785,576	6,563.93	XVIII	(f) Includes the Wardha Coal, Dhond-Manmād, Khāmgāon, and Amrōti railways. (g) Includes the Gaekwar's Petlād railway.
36	3,564	84	1,324,329	1,232,787	121,614	2,557,116	5,391.92	XIX	
105	2,874	163	1,265,960	1,253,764	1,200,316	2,519,724	3,002.32	XX	
290	14,391	837	6,013,229	8,849,187	2,426,185	14,862,416	5,299.83		
...	...	...	...	...	...	...	...	XXI	
...	...	...	...	...	...	...	...	XXII	
...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	...	XXIII	(h) Includes the Bezvāda extension and 3.10 miles worked over twice by each train.
...	...	...	...	...	...	...	...	XXIV	
...	...	...	...	...	...	...	...	XXV	
19	733	41	222,273	380,015	453,757	602,288	1,702.48	XXVI	
...	...	...	...	...	...	...	...	XXVII	
19	733	41	222,273	380,015	453,757	602,288	1,702.48		
...	...	...	...	...	...	...	...	XXIX	
...	...	...	...	...	...	...	...	XXX	
...	...	...	...	...	...	...	...		
947	45,365	2,085	17,073,209	21,033,602	14,526,849	41,106,810	4,029.53		

STATEMENT

Engines and vehicles used in conveying traffic and the number of miles travelled by trains

Serial No.	RAILWAY.	Mean mileage worked. (From statement No. 24, pages 115-117).	NUMBER OF ENGINES AND VEHICLES USED IN CONVEYING						
			Engines.	CARRIAGES.					Total number.
				1st class.	2nd class.	3rd or intermediate class.	Lowest (3rd or 4th) class.	Composite.	
	METRE GAUGE.								
	State lines worked by companies.								
XXXIII	BENGAL AND NORTH-WESTERN—								
	TIRHOOT SECTION	754·16	100	25	10	...	221	60	316
	COMPANY'S SECTION								
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION)	(198·38)	Worked by the Rohilkund and Kumaon railway (Company's section).						
XXXV	RAJPUTANA-MALWA (a)	1,766·65	424	130	96	50	766	94	1,136
XXXVI	SOUTHERN MAHRATTA (b)	1,384·95	221	30	42	...	482	81	635
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION)	(312·18)	Worked by the Southern Mahratta railway.						
XXXIX	SOUTH INDIAN (c)	1,087·28	184	21	44	...	479	71	615
	TOTAL	4,993·04	929	206	192	50	1,948	306	2,702
	State lines worked by the State.								
XLIII	EASTERN BENGAL (STATE)—								
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLA, 2' 6" GAUGE, BRANCH)	444·15	75	27	8	33	154	34	256
	DACCA SECTION	85·92	14	6	4	5	33	10	58
XLIV	BURMA (STATE)	691·81	120	55	60	...	313	44	502
	TOTAL	1,221·88	209	88	72	38	530	88	816
	Assisted companies.								
XLVI	DEOGHUR	4·79	3	...	...	...	8	2	10
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) (e)	252·30	27	16	3	3	94	18	134
XLIX	DIBRU-SADIYA	77·50	15	1	...	...	13	7	21
	TOTAL	334·59	45	17	3	3	115	27	165
	Lines owned by native states and worked by companies.								
LI	THE GARHWAR'S MEHSANA	(92·63)	Worked by the Rajputana-Malwa railway.						
LII	KOLHAPUR	(29·07)	Worked by the Southern Mahratta railway.						
	TOTAL	(121·70)	...	...	...	...	...	...	...
	Lines owned and worked by native states.								
LIII	JODHPORE-BICKANEER—								
	JODHPORE SECTION	291·00	13	7	2	...	48	5	62
	BICKANEER SECTION								
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	333·72	33	13	10	...	130	18	171
	TOTAL	624·72	46	20	12	...	178	23	233
	Foreign lines.								
LV	WEST OF INDIA PORTUGUESE	51·00	12	2	2	...	16	2	22
LVI	PONDICHERRY	(7·85)	Worked by the South Indian railway.						
	TOTAL	51·00	12	2	2	...	16	2	22
	TOTAL METRE GAUGE	7,225·23	1,211	333	281	91	2,787	446	3,938

NOTE—The figures shewn within brackets are not included in the total.

No. 39—concl'd.

on the standard and metre gauge railways during the year ending the 31st December 1892—concl'd.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					Serial No.	REMARKS.
Miscellaneous coaching vehicles (excluding brakes).	Goods vehicles of all descriptions (excluding brakes).	Brake-vans.	Passenger (including passenger proportion of mixed).	Goods (including goods proportion of mixed).	Mixed.	Total train-mileage.	Number of train-miles per mean mile worked		
								XXXIII	
28	2,039	67	692,933	937,325	1,340,532	1,630,258	2,161·69		
...	...	...	...	...	...	...	...	XXXIV	
165	7,244	282	2,155,349	4,692,464	2,466,063	6,847,813	3,876·16	XXXV	(a) Includes the Gaekwar's Mehsana railway.
79	4,685	188	1,018,507	1,375,954	1,290,073	2,394,461	1,728·92	XXXVI	(b) Includes the Southern Mahratta railway (Mysore section), and the Kolhapur state railway.
...	...	...	...	...	...	...	...	XXXVII	
54	3,194	141	1,457,695	1,819,925	1,107,980	3,277,620	3,014·51	XXXIX	(c) Includes the Pondicherry railway.
326	17,162	678	5,324,484	8,825,668	6,204,668	14,150,152	2,833·98		
								XLIII	
25	1,921	52	553,434	759,191	624,008	1,312,625	2,955·36		
9	246	10	91,519	78,188	150,812	169,707	1,975·17		
81	3,217	117	879,953	1,024,396	918,300	1,904,349	2,752·71	XLIV	
115	5,384	175	1,524,906	1,861,775	1,693,120	3,386,681	2,771·70		
...	8	2	(d)	(d)	...	14,562	3,040·08	XLVI	(d) Information not furnished.
14	659	27	176,767	212,181	319,720	388,948	1,541·61	XLVII	(e) Includes the Rohilkund and Kumaon railway (Lucknow-Bareilly section).
1	573	12	26,250	169,039	78,752	195,289	2,519·86	XLIX	
15	1,210	41	203,017	381,220	338,472	598,799	1,789·65		
...	...	...	...	...	...	...	...	LI	
...	...	...	...	...	...	...	...	LII	
...	...	...	...	...	...	...	...		
								LIII	
2	235	8	121,841	222,376	236,641	344,217	1,182·88		
15	894	39	271,760	221,099	308,767	492,859	1,476·86	LIV	
17	1,159	47	393,601	443,475	545,408	837,076	1,339·92		
2	115	9	46,412	61,917	30,210	108,329	2,124·10	LV	
...	...	...	...	...	...	...	...	LVI	
2	115	9	46,412	61,917	30,210	108,329	2,124·10		
475	25,060	954	7,492,420	11,574,055	8,871,878	19,081,037	2,610·89		

CHAPTER XIII.

Flood damages.

In the following paragraphs details are furnished of the principal flood damages during 1892:

Bengal-Nágpur Railway (Standard gauge).

2. Owing to very heavy rain, slips occurred in several places between Khairi and Pendra road stations on the Katni branch line, and traffic was partially suspended on the 12th and 13th June.

On the night of the 10th August, in consequence of heavy local rain, a short length of line (about 20 feet) was washed out at mile 67 $\frac{3}{4}$ on the Katni branch line between Ghúngúthi and Sahdol stations, resulting in a serious accident to the down mail.

The country between miles 450 and 452 on the main line was flooded on the 13th July by the heavy and continuous rain of the two previous days, and in consequence a 20-foot arch bridge failed and sank at mile 450, stopping traffic and rendering transhipment necessary. Through communication was only restored on the 22nd.

North Western (state) Railway system (Standard gauge).

3. There were very heavy floods on the North Western railway generally in July and August, which seriously damaged the line in places, causing interruption of traffic for several days on different sections. The Sind-Sagar section suffered severely from floods, which blocked the line from 5th August to 11th September. The rainfall in the lower part of the Sind-Pishin section was also exceptional, and greatly damaged the way and works.

The principal damages were as follows:

On the 29th July the line between Chánnu and Kassowál was flooded, and the water forced its way through the bank, causing breaches which aggregated 1,015 feet in length.

Main line and branches.

On the 3rd August the line between Khairabad and Pesháwar was seriously damaged, and the breaches which aggregated 3,773 feet extended over 30 miles.

On the 6th August the hill streams between Sann and Laki caused a landslip in the Laki pass, and swept through the line, causing breaches aggregating 1,880 feet in length.

On the 16th August the Chenab broke through the bunds near Wazirabad, and overflowed into the Pulkoo nullah, making a large breach of 200 feet long and 30 feet deep behind the western abutment of the bridge over the nullah. Before the line here became unsafe for the passage of trains, the up Calcutta mail had been allowed to start from Wazirabad at a restricted speed, but on reaching the north abutment of the bridge, the engine was derailed owing to the subsidence of the bank, and sank into the gap. It has since been recovered.

On the 17th August the floods headed up against the railway embankment between Sita road and Rádhan, and formed two gaps, each 150 feet long, at mile 247.

On the 13th July a large slip occurred at mile 464 near Tandúrí, which covered the track for about 40 yards to an average depth of 10 feet. After two days' work sufficient debris had been removed to enable a diversion to be laid, and traffic was resumed.

Sind-Pishin section.

On the 31st July a heavy slip occurred at mile 487, about 2 miles south of Dalújal station; part of the west side of the cutting fell in, and covered the track for 100 yards to a depth of 8 feet or more. Owing to the position being confined, the line could not be cleared till 5th August, but passenger trains were allowed to pass on the 3rd August. A further slip, however, occurred at

this place on the 6th August, and the line was consequently blocked till the 10th August.

On the 3rd August a serious slip occurred in the hill side just south of Puddle Hollow, necessitating transshipment of mails and passengers.

On the 10th November an unprecedentedly heavy slip occurred just south of Puddle Hollow, which interrupted through communication for several days.

In December numerous falls of rocks, &c., occurred. Of these, the most serious was that of the 31st December, when a large mass of rock overhanging the mouth of Karez tunnel No. 8 below the Chapper rift fell in, blocking the line till midday on the 2nd January 1893.

The Shelabagh District was visited on the 20th December by a somewhat severe shock of earthquake at 5-40 A.M. (Madras time), followed by several smaller shocks. At Shelabagh earthquakes occurred at frequent intervals during the day, and for some days following.

Many buildings were shaken and cracked. At mile 643 a crack occurred in the ground and the permanent-way was distorted in an extraordinary way, the pair of rails in each line immediately above the crack having suffered most. The line was blocked for traffic, and the mails had to be transhipped on the day of the earthquake, *viz.*, the 20th December.

Eastern Bengal (state) Railway (Standard, metre, and special gauges).

4. Early in July very heavy rain fell in the Darjeeling, Cooch Behar, Jalpaiguri, Dinagepore, and Purnea districts. The result of this abnormal rainfall was that the Teesta, Dharlla, Mahanuddy, Punarbhaba, and Atrai rivers were in very high flood, and caused considerable damage to the railway.

On the Bársoi-Kissengunge branch numerous minor breaches occurred. The siding from Dalkolha to the Mahanunda river at mile $17\frac{1}{4}$ was also damaged, and the retaining wall of one of the masonry bridges, the Kutna, was carried away.

On the Northern section the first damage occurred on the 7th July at the Kurto bridge, 4 spans of 60 feet between Belakoba and Siliguri. The flood rose to within 2 feet of the highest record, topped a spur which had successfully diverted the stream through the bridge for some years past, and cut away the bank behind the abutment. The damage was made good by means of boulder stone, and trains ran through after an interruption of 48 hours to traffic.

On the section between Párbatipur and Biral, the damage was much more severe. The following breaches occurred, the result of the overflow from the Atrai river:

At the Akra bridge the west abutment fell forward during the floods.

At mile 11 a 7 feet culvert had both abutments washed out, the girders being left hanging on to the rails; 48 feet of bank was also washed away.

At mile 12 a bridge of 2 spans of three metres had the abutments washed out, and large blocks of the masonry were carried 100 yards down stream. The bank was cut away for 115 feet.

From mile 10 to 13 and 15 to mile 17 the water was flowing over the line, and the ballast was washed away in places. There was a breach of about 40 feet at mile 15.

At mile 18 the Ghagra bridge at the east end of the Dinagepore station had the west abutment washed away, and about 144 feet of the railway embankment.

On the 22nd mile from Párbatipur the water was above the formation, and at mile 21 a bridge consisting of two spans of 20 feet was carried away. In this case some very large blocks of masonry were carried 100 yards down stream by the force of the current.

On the Kaunia-Dharlla section the flood water topped the rails in several places, and two bridges partially failed by the sinking of the wooden pile piers. Near Kurigram the line was breached in four places to an aggregate width of 1,000 feet.

Great Indian Peninsula Railway system (Standard gauge).

5. The floods along this system were few and unattended with any serious damages. On the 22nd June, at mile 244, south-east line, the line was

flooded, and ballast washed away for about 50 feet; and as a goods train passed over this spot, a wagon got partially derailed, and in consequence both rolling-stock and permanent-way were slightly damaged.

On the 11th August, at mile 239, south-east line, a very high flood occurred at the thirteen 20-feet arched bridge. One of the upside wing walls, which was previously cracked, fell bodily.

On the 16th August, near Saidápur, the line was flooded, and goods traffic was slightly delayed.

On the 30th August, the Yadgiri river, at mile 398, south-east line, was in high flood, and rose within 3' 6" of rail level at the twelve 30-feet girder bridge, scouring out the embankment on the down line side behind the wing of No. 2 abutment, and causing slight detention to traffic.

Bombay, Baroda and Central India Railway (Standard gauge).

6. The south-west monsoon was abnormally heavy along the west coast, the gauge registering about 125 inches at Bombay.

At the Vokla bridge, between Jhund and Pátri, on the Khárághoda branch, on the 5th September, the bank to the south of the bridge was washed away for a length of 120 feet. Cribbs were put up to carry the line over the break, and traffic was resumed on the 12th; but on the 23rd idem one of these cribs, together with 40 feet more of bank, was washed away. This was repaired with as little delay as possible, and trains resumed their regular running on the 26th idem.

On the 3rd September the line between Bombay and Ahmedabad was flooded and breached in several places.

On the 5th September, on the Godhra branch, the river Koond overflowed and broke through the railway line near Timba road station, carrying away sand ballast for a length of about 600 feet, and made a gap in the bank 60 feet long and 8 feet deep.

Madras Railway (Standard gauge).

7. Owing to abnormally heavy rainfall on the 13th August, two breaches occurred on the Bangalore branch—one at mile 166, 150 yards long; the other at mile 168, 100 yards long. The line was restored on the 19th August.

Bengal and North-Western Railway system (Metre gauge).

8. A considerable amount of land belonging to the Tirhoot section at Khanwa Ghât was cut away by the floods of the Kosi; the station building itself escaped damage and no material was lost, but a considerable length of the sidings had to be lifted.

The channel of the Ganges at Semaria Ghât having silted up, a new temporary station has been constructed across the Bya river one mile to the west of the old station. This was opened for traffic in February 1893. It will have to be closed again in June next when the Ganges rises.

The Rapti river cut a new channel above the bridge, shortening its course by three to four miles. This will necessitate heavy repairs to the protective works.

About six chains of the sidings at Gogra Ghât were carried away, but no material was lost.

At mile 28, on the Bahramghât branch, the earthwork round the east abutment of the 7-20 feet bridge was cut away, and the channel was scoured out nearly to the bottom of the wells. At mile 30 the floor of a bridge of 5 to 6 feet arches was cut away.

Both these works will require heavy expenditure in protective works to prevent their destruction.

Rajputana-Malwa Railway (Metre gauge).

9. On the 16th July, at Sámbhar, the outer edge of the bank of the new salt sidings was washed away and the Japog siding was breached in places. Heavy rain on the 19th September again washed away this siding.

At mile 314, Rajputana section, between Beáwar and Sendra, owing to a heavy slip after 12 hours' continuous rain on the 5th August, the engine, with 11 wagons next to it, of an up goods train were completely derailed. Rolling-stock was considerably damaged and permanent-way slightly.

On the 6th August the central pier of the bridge of 9 spans of 40 feet each over the Sankaria river at mile 528, Rajputana section, was washed away, and two spans of girders fell in. A temporary bridge was opened on the 11th idem, but was washed away on the 12th. A substantial diversion was again opened on the 18th, but on the 5th September that too was washed away. A third temporary bridge was passed for traffic on the 12th September. On the 23rd idem heavy floods rendered this bridge unsafe, but it was repaired and traffic resumed on the 24th idem.

On the 24th September, at mile 5, Malwa section, the line was breached for a length of 40 feet on each side of culvert, averaging about 4 feet deep. Traffic was somewhat delayed.

Southern Mahratta Railway system (Metre gauge).

10. The rainfall for the year was heavy, especially along the main line. The damages detailed below occurred chiefly through insufficient waterway.

On the night of the 22nd June the main line was breached at miles 137 and 138 for 120 feet and 100 feet respectively. Passengers and mails were transhipped, through communication being restored on the evening of the 23rd idem.

On the Poona branch on the night of the 4th July a slip occurred in the bank in Ghorpuri station yard, and the whole yard was flooded. On the same date the water of the nullah at mileage 194 topped the wings on the south side of the bridge, washing them both away, and leaving a gap of about 12 feet by 30 feet. At mile 195 about 200 feet of the bank was washed away. Passengers and mails were transhipped, through communication being restored at noon the next day.

On the 4th and 5th July several banks between mile 468 and mile 475 of the main line were breached. Through traffic was not restored till the 15th idem, when the temporary works were passed for passenger traffic.

On the 21st August the line at miles 175 and 176, Mysore section, was washed away to an extent of about 300 feet, rendering it necessary to tranship mails and passengers.

On the 21st September the line on the Bijápur branch between mile 54 and mile 68 was breached in three places, necessitating transhipment of passengers and mails.

On the 23rd October, on the Poona branch, floods topped the line in several places between Jejuri and Rajewadi, and did considerable damage to the earth-work. There were also two slips on the Álandi Ghat between Rajewadi and Phursangi. Through communication was restored on the 1st November.

Again, on the 29th October, a portion of the line in a cutting at mile 487, main line, was washed away; also at mileage 255 through insufficient waterway the flood-water of the adjacent two 20-foot girder openings washed away the bank for a length of 80 feet, and scoured out ballast for some 600 feet. Between miles 251 and 252 a bank 27 feet high settled to a considerable extent, and the line had to be lifted and attended to. Through communication was restored on the 31st idem.

South Indian Railway (Metre gauge).

11. Only two slight stoppages of traffic occurred on 19th June and 1st July.

Burma (state) Railway system (Metre gauge).

12. The line was again flooded at mile 125 on the Irrawaddy section by the bursting of the bunds of the Kantachoung; traffic was interrupted for a brief period only, and damage was confined to ballast being washed away.

A flood also occurred on the Mandalay section at mile 205, the water rising above the girders of the bridge and washing away a portion of the bank. There was, however, no serious interruption to traffic.

On the 20th October the section of the Mu Valley railway open to goods traffic was breached in six places between miles 83 and 84 and 93 and 94.

•

Dibru-Sadiya Railway (Metre gauge).

13. The whole line was much damaged during the year owing to the heavy rains and floods in July. From Steamer Ghât to Dibrugarh, nearly four miles, the line was entirely under water owing to the sudden rising of the Brahmaputra river. The ghât line was breached in several places and damaged.

The Gaekwar's Mehsána Railway (Metre gauge).

14. On the 2nd August, at mile 6, Pátan branch, between Dhinoj and Mehsána, the line was breached, necessitating the transshipment of passengers.

On the 6th August, between Manúnd road and Pátan, the line was washed away at miles 16 and 17, stopping traffic for nearly 24 hours.

At mile 26, between Vadnagar and Kherálu, on the 12th August, the banks of the Roopun bridge were washed away, and the next day the brickwork of the bridge was also washed away. Traffic was only resumed on the evening of the 15th idem.

The line between Mehsána and Viramgám was breached in several places on the 6th September, and traffic was not resumed till the night of the 9th.

On the 6th September the Pátan line was washed away at several points, necessitating the suspension of traffic, which was resumed on the evening of the 15th.

Jodhpore-Bickaneer Railway system (Metre gauge).

15. Owing to unusually heavy rainfall, several breaches occurred in the line between Khángta and Merta road stations. The banks, however, are very slight, and the delay to traffic was small.

A small breach occurred in the line between Khajwána and Marwar Múndwa, and on the 8th September the railway was flooded for a distance of about a mile near Báuár, traffic being delayed for about 24 hours.

Water in the Luni and Guia rivers overflowed the low level bridges on eight occasions, and caused considerable delay to traffic.

CHAPTER XIV.

Accidents.

The following statement gives the total number of persons killed and injured in connection with railway working during 1892 as compared with the previous year :

STATEMENT No. 40.

Year.	PASSENGERS.						SERVANTS.						OTHER PERSONS.										Total all classes.		
	From acci- dents to trains, roll- ing-stock, permanent- way, &c.				By acci- dents from other causes, in- cluding accidents from their own want of caution or mis- conduct.		Total.	From acci- dents to trains, roll- ing-stock, permanent- way, &c.				By acci- dents from other causes, in- cluding accidents from their own want of caution or miscon- duct.		Total.	Whilst passing over rail- ways at level cross- ings.		Trespass- ers.		Suicides.		Miscellane- ous, not included in preceding columns.				Total.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
Previous year.	56	135	65	212	121	347	27	94	156	529	183	623	17	16	236	82	06	...	22	16	341	114	645	1,084	
1892 .	8	42	55	139	63	181	19	49	193	589	212	637	24	15	263	81	53	4	9	12	349	112	624	930	

The following are brief particulars of some of the more important accidents which occurred during the year :

East Indian Railway (Standard gauge).

2. On the 25th April a down goods train collided with an up mixed while the latter was standing at the Maharajpur station owing to the points not having been properly set. The engines of both the trains were damaged and eight passengers slightly injured. The station master and the assistant station master, who were in fault, were prosecuted.

On the 7th December an opium special ran against the dead buffers at Nawádih station yard owing to insufficient brake power, and caused heavy damage to permanent-way and rolling-stock.

Bengal-Nágpur Railway (Standard gauge).

3. On the 10th January a goods train, while being shunted in Chakardhar-pore yard, was run into by the up mail. Both engines were seriously damaged, but no passengers were injured. The accident was primarily due to the assistant station master having allowed shunting to be done after he had given line clear for the mail.

On the 10th August, owing to a short length of bank between Ghúngthúti and Sahdol stations on the Katni branch having been washed out by heavy rain, the down mail from the former station was derailed. Two third class carriages were smashed, resulting in the death of three passengers and injuries to two others. The fireman was also injured.

On the 15th November four loaded wagons which were being hand shunted in the Birsinghpur station yard got out of control, and ran in the direc-tion of Karkeli, the next station. Two of the wagons were stopped at the distant signal, but the other two travelled two miles beyond, where the down mail, for which line clear had been given previous to the shunting, collided with them. No passengers were injured, but both the engine and the two wagons suffered considerable damage. The station master and the jemadar, who were to blame for the accident, were prosecuted and fined Rs. 60 each, or in default 6 months' rigorous imprisonment.

Indian Midland Railway system (Standard gauge).

4. On the 20th May the engine, tender, and five wagons of No. 5 down goods train were derailed at the south end of the Nerbudda bridge between Hoshangabad and Budni stations on the Bhopal-Itársi railway. The accident was caused by the buckling of the road owing to the creep in the rails on the bridge.

North Western Railway system (Standard gauge).

5. On the 17th December the down Calcutta mail collided with a goods train in the Okára station yard. The brake-van and fourteen low-sided trucks of the goods train were damaged. The accident is attributed to the driver of the down mail having come into the station too fast, and to the driver of the goods train not having moved into the siding directly he was told to do so.

Oudh and Rohilkhand (state) Railway (Standard gauge).

6. On the 6th December the front brake-van, with four third class carriages of No. 1 up mail, were derailed on the station line when entering Lhaksar junction station. The accident was caused by the tyre of the leading wheel of the front brake-van having come off.

Eastern Bengal Railway system (Standard, metre, and special gauges).

7. On the 31st May a collision occurred between Nos. 75 up and 76 down mixed trains at Dinagepore. Three third class passengers were slightly injured.

Great Indian Peninsula Railway system (Standard gauge).

8. On the 9th June, at mile 473, between Wardha and Paunár station on the Nágpur branch, the engine, front brake, and two carriages of an up through passenger train were completely derailed, the engine being capsized. The accident was due to a 24 feet rail having been maliciously taken out of the road by some unknown persons. There was only slight injury caused to the permanent-way, but the rolling-stock was considerably damaged.

On the 27th December, at mile 479, near Bágra station on the north-east line, a down mail train was admitted on a wrong line, where it collided with some uncoupled wagons which were standing there, being loaded by coolies. One cooly was killed and three others injured, while the rolling-stock was damaged. The station master, mukádam, and pointsman to blame were prosecuted. The Magistrate sentenced the two former to imprisonment for three and four months respectively, but acquitted the pointsman.

Bombay, Baroda and Central India Railway (Standard gauge).

9. On the 21st May, at Nadiád, an up mail train collided with the rear of an up special goods that was standing on the main line. The collision was due to the failure of the vacuum brake of the mail train. One passenger was seriously injured and thirteen others slightly. The rolling-stock was considerably damaged.

Madras Railway (Standard gauge).

10. On the 7th February the engine, tender, brake-van, and three third class carriages of No. 14 mail train were derailed at Veyasarpady junction owing to the head of a bolt in the stock rail having been sheared off (presumably by the action of the creep of the rails) and having fallen between the lip of the switch and the stock rail, thus preventing the switch from being closed, although the handle of the locking gear was pressed home. A light engine had passed over the points in safety only four minutes before the accident occurred. No passengers were hurt, but considerable damage was done to rolling-stock and permanent-way.

On the 8th September, at Jalárpét, the engine, tender, and a covered goods wagon of No. 133 E. train were allowed by the pointsman to take the lay-bye instead of the cross-over road to the main line. The engine and tender carried away the dead buffers at the end of the lay-bye and plunged down the bank, the engine embedding itself up to the axles of the leading wheels, and the tender being tilted up on end. The covered goods wagon, which was loaded with salt, was completely smashed, and ten other wagons and a brake-van more or less damaged. The pointsman in fault was prosecuted and sentenced to eighteen months' rigorous imprisonment.

Bengal and North-Western Railway system (Metre gauge).

11. On the 21st April No. 57 up goods train, consisting of thirty-two ordinary and three bogie covered wagons, all empty, and a brake-van, when approaching the Pharenda bridge at mile 131 between Chauri Chaura and Gorakhpur ran over a buffalo, causing the derailment of fifteen wagons. Of these twelve were thrown completely off the track and precipitated down the embankment.

On the 12th May the engine of a ballast train working on the Gonda-Bahramghât branch ran over a bullock at mile 8 between Maijapur and Gonda Kacheri. Sixteen open trucks were derailed and thrown down the bank, and eight coolies were killed and seven injured.

On the 15th October a buffalo was knocked down by the engine of No. 9 up mixed train at mile 53 between Daronda and Chainwa stations, causing derailment and serious damage to five covered goods wagons, one bogie, one brake-van, and two third class carriages, and serious injury to the lampman accompanying the train.

Rajputana-Malwa Railway (Metre gauge).

12. On the 21st January, between Ajmere and Madâr, an up mail train collided with a down goods, the accident being caused by a disregard of orders for line clear working on the part of the sub-assistant station master at Ajmere, who gave line clear to Madâr for the up mail after the down goods had left Ajmere on a line clear for Madâr. Two passengers were slightly hurt, five railway servants were killed, and two severely injured. The sub-assistant station master was prosecuted, and on conviction sentenced by the Magistrate to pay a fine of Rs. 50.

On the 26th March, at Ratîka Nagla, on the Cawnpore-Achnera section, No. 4 down special passenger train when entering the station ran into the rear of No. 3 down special passenger train, killing two passengers on the spot and causing severe injury to a third, from the effects of which he subsequently died. The distant signal at the Hâthras junction end of the station was not burning, and there were no lights on the rear brake of the No. 3 special. These irregularities and the driver of the No. 4 special having mistaken the home signal for the distant signal were the cause of the accident. The station master and the guard of the No. 3 special were prosecuted. The latter was acquitted, but the former was sentenced to one year's rigorous imprisonment. The driver of the No. 4 special, though placed before the Magistrate, was discharged by the latter to give evidence against the two former delinquents.

Southern Mahratta Railway system (Metre gauge).

13. On the 11th October, at mile 218, between Bidadi and Kengeri stations on the Mysore section, an up goods train collided with a light trolley, resulting in the death of the time-keeper who was in charge of the trolley, which he had not properly protected by signals.

South Indian Railway (Metre gauge).

14. On the 8th June, while No. 6 mail train was running between Tanjore and Bûdalûr, the guard observed that the roof of a Clemenson's third class carriage was on fire, and that the passengers were jumping from the train. The train was stopped, and it was found that eight passengers in a panic, owing to the flames showing round the lamp hole, had jumped out, and of these four were severely injured, two of whom eventually died. The fire is said to have been caused by a spark from the engine.

On the 15th August a goods train running between Trichinopoly and Madura, and consisting of twenty-three loaded covered goods wagons, a brake-van, and engine, was derailed at mile 339. The six leading vehicles kept the rails, the seventh was derailed, the next four wagons were capsized, and the succeeding four were derailed and telescoped. The remainder of the train did not leave the rails. No injury to persons resulted from the accident. The derailment was caused by the breaking of the axle of the leading pair of wheels of the eighth leading vehicle, the fracture being due to a flaw in the iron.

On the 28th September a material train consisting of an engine (running tender foremost), one brake-van, and six empty ballast wagons was derailed at mile 23. The damage to the engine and derailed vehicles was very slight, but the second fireman was killed on the spot. The accident was caused by the subsidence of the bank consequent on heavy rain.

Accidents to trains.

15. An abstract of the accidents to trains during 1892 is given below :
STATEMENT No. 41.

Serial No.	CLASS OF ACCIDENTS.	NUMBER OF ACCIDENTS.						DURING 1892.							
		Accidents reported to Local Governments under section 83 of the Indian Railways Act. (IX of 1890.)				Other accidents.		Total.		NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
		Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1	Collisions between passenger trains or parts of passenger trains	6	4	10	2	16	6	3	...	...	...	3	...		
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	*22	21	35	30	*57	51	...	18	5	4	5	22		
3	Collisions between goods trains or parts of goods trains.	14	11	95	66	109	77	...	...	...	12	...	12		
4	Collisions between light engines	1	4	20	38	21	42	...	...	...	2	...	2		
5	Passenger trains or parts of passenger trains leaving the rails	25	30	72	68	97	98	1	2	...	1	1	3		
6	Goods trains or parts of goods trains, engines, &c., leaving the rails	25	18	299	384	324	402	...	...	1	3	1	3		
7	Trains or engines travelling in the wrong direction through points	4	6	53	73	57	79	...	...	2	8	2	8		
8	Trains running into stations or sidings at too high a speed	...	...	5	4	5	4	...	...	...	...	...	...		
9	Trains running over cattle on the line	6	6	1,831	1,818	1,837	1,824	(a)1	(a)1	8	10	9	11		
10	Trains running over obstructions on the line	12	4	181	114	193	118	(a)1	(a)2	1	2	2	4		
11	Trains running through gates at level-crossings	2	3	59	54	61	57	...	...	1	2	1	2		
12	The bursting of boilers of engines	...	...	1	...	1	...	...	...	...	...	...	...		
12 (A)	The bursting of tubes, &c., of engines	...	...	138	103	138	103	...	...	...	...	...	...		
13	The failure of machinery, springs, &c., of engines	...	1	427	461	427	462	...	...	...	...	...	...		
14	The failure of tyres	1	1	12	14	13	15	...	...	...	...	...	...		
15	The failure of wheels	...	...	6	4	6	4	...	...	...	...	...	...		
16	The failure of axles	3	6	59	46	62	52	...	...	...	...	...	...		
17	The failure of brake apparatus	...	1	3	6	3	7	...	14	...	...	...	14		
18	The failure of couplings	2	2	180	208	182	210	...	...	...	...	...	...		
19	The failure of tunnels, bridges, viaducts, culverts, &c.	...	10	5	2	5	12	...	...	...	...	...	...		
20	Broken rails	...	...	50	75	50	75	...	...	...	...	...	...		
21	The flooding of portions of permanent-way	16	40	38	86	54	126	...	...	1	...	1	...		
22	Slips in cuttings or embankments	8	11	74	16	82	27	3	2	...	1	3	3		
23	Fire in trains	5	3	163	160	168	163	1	6	...	...	1	6		
24	Fire at stations, or involving injury to bridges or viaducts	3	...	69	43	72	43	...	...	...	...	...	...		
25	Other accidents	10	10	247	211	257	221	...	...	...	3	...	3		
	TOTAL	*165	192	4,132	4,086	*1,297	4,278	(b)10	(c)45	19	48	29	93		

The mean mileage open, train-mileage run, and the number of passengers in millions, excluding the West of India Portuguese railway, were 17,625³/₄, 60,505,076, and 127¹/₄ respectively against 16,986³/₄, 60,664,240, and 122³/₅, respectively during the previous year. The number of train accidents per 1,000 train-miles was 0·07.

Out of the 127¹/₄ millions of passengers travelling, 8 passengers were killed and 42 injured. This gives an average of one killed in every sixteen hundred thousand, while the total number of killed and injured, viz., 50, gives an average of one casualty in every two hundred and fifty-four thousand passengers travelling, and an average of one casualty in every 105 millions of miles travelled.

(a) Not passengers.
(b) Of these two were not passengers.
(c) Of these three were not passengers.
* Revised figures.

APPENDICES.

	PAGES.
(A) ADDITIONS TO OPEN MILEAGE FROM THE 1ST APRIL 1892 TO THE 31ST MARCH 1893	ii
(B) EXTENSIONS OF LINE SANCTIONED FROM THE 1ST APRIL 1892 TO THE 31ST MARCH 1893	iii
(C) CLASSIFICATION OF LINES AND THE LENGTHS OF LINES SANCTIONED AND OPEN FOR TRAFFIC ON THE 31ST MARCH 1893	iv to xii
(D) PROGRESS MADE IN THE OPENING OF RAILWAYS YEAR BY YEAR FROM THE COMMENCEMENT	xiii to xxiii
(E) LENGTH OF RAILWAYS OPEN FOR TRAFFIC AT THE END OF EACH YEAR FROM THE COMMENCEMENT	xxiv to xxxi
(F) TOTAL APPROXIMATE EARNINGS FROM THE 1ST JANUARY TO THE 31ST MARCH 1893 AS COMPARED WITH THE ACTUALS OF THE CORRESPONDING PERIODS OF 1891 AND 1892	xxxii and xxxiii
(G) PRINCIPAL COMMODITIES CARRIED AND THE RECEIPTS THEREFROM DURING THE YEAR 1892 AS COMPARED WITH THE PREVIOUS YEAR	xxxiv to xlv

INDEX.

INDEX OF CONTENTS	xlvi
-----------------------------	------

Additions to open mileage from the 1st April 1892 to the 31st March 1893.

Serial No.	RAILWAY AND SECTION.	Length in miles.	Date of opening.	REMARKS.
	STANDARD GAUGE.			
	State lines worked by companies.			
I	East Indian (Jherriah extension)— MILE 1 FROM BARÁKAR TO CHANCH .	3	1st February 1893.	Goods traffic.
II	Bengal-Ndgpur— JHARSUGUDA TO SAMBALPUR . .	30½	{ 1st February 1893 10th March 1893 .	Goods traffic.
V	Godhra-Rutlam— GODHRA TO LIMKHERA . . .	25		Passenger traffic.
			16th January 1893.	Passenger and goods traffic.
XVII	East Coast— BEZVÁDA TO THE SOUTH BANK OF THE GODAVARI RIVER OPPOSITE RAJAH- MUNDEY.	91	20th February 1893	Passenger and goods traffic.
		149½		
	State lines worked by the State.			
IX	North Western— FEROZEPORE TO HUSSAINIWALA .	2	1st October 1892 .	Passenger and goods traffic.
X	Hyderabad-Umarkot— GIDU BANDAR TO SHADIPALLI . .	59	18th August 1892 .	Passenger and goods traffic.
		61		
	TOTAL STANDARD GAUGE .	210½		
	METRE GAUGE.			
	State lines worked by companies.			
XXXIV	Rohilkund and Kumaon (Lucknow- Bareilly section)— MAILÁNI TO THE SOUTH BANK OF THE SÁRDA RIVER.	15	1st January 1893 .	Passenger and goods traffic.
	SOUTH BANK OF THE SÁRDA RIVER TO THE SOHELA RIVER.	9	10th March 1893 .	Goods traffic.
XXXVIII	Southern Mahratta (Mysore section)— YESVANTPUR TO DODBALLAPUR .	20	15th December 1892	Passenger and goods traffic.
		44		
	State lines worked by the State.			
XLIII	Eastern Bengal (Behar section)— BÁRSOI TO KISSENGUNGE . .	35½	15th December 1892	Goods traffic.
XLV	Mu Valley— SHWEBO TO WUNTHO . . .	100	{ 4th April 1892 . 15th March 1893 .	Goods traffic.
		135½		Passenger traffic.
	Assisted company.			
XLVIII	Bengal Dooars— EAST BANK OF THE TEESTA OPPOSITE JALPÁIGURI TO MAL BAZAR.	27	15th January 1893.	Goods traffic.
	Line owned and worked by native state.			
LIII	Jodhpore-Bickaneer (Jodhpore section)— MERTA ROAD TO KUCHÁMAN ROAD .	73	13th March 1893 .	Passenger and goods traffic.
	TOTAL METRE GAUGE .	279½		
	Grand total .	489¾		

Extensions of line sanctioned from the 1st April 1892 to the 31st March 1893.

Serial No.	RAILWAY AND SECTION.	Length in miles.	Date of sanction.	REMARKS.
I	STANDARD GAUGE. State line worked by company.			
	East Indian—			
	TOPOSI COLLIERY BRANCH EXTENSIONS—			
	TOPOSI TO KHORABAD	11½	} 16th July 1892 .	
	NANDI TO PANURIA	13½		
	SALANPUR TOWARDS JAMGRAM .	4½	6th August 1892 .	
	SULTANGUNGE TO SULTANGUNGE GHAT .	1	22nd March 1893 .	
XXVIII	TOTAL .	30½		
	Line owned by native state and worked by company.			
	Mysore Gold-fields—			
	KOLAR ROAD TO KOLAR GOLD MINES .	10	9th July 1892 .	
XXXII	TOTAL .	10		
	Line owned and worked by native state.			
	Bhopal-Ujjain—			
	BHOPAL TO UJJAIN	113	10th November 1892	
	TOTAL .	113		
	Grand total .	153½		

Statement showing the classification of lines and the lengths of

Serial No.	RAILWAY.	Name of working agency.	Date of first opening for traffic.	Length of line sanctioned at the end of 1891-92.
				Miles.
	STANDARD GAUGE.			
	State lines worked by companies.			
I	EAST INDIAN	East Indian Railway Company	15th Aug. 1854	1,564½
	PATNA-GYA	East Indian Railway Company	21st April 1879	57½
II	BENGAL-NÁGPUR	Bengal-Nágpur Railway Company.	6th April 1880	860½
III	INDIAN MIDLAND	Indian Midland Railway Company.	1st April 1886	677½
IV	BHOPAL-ITÁRSI (BRITISH SECTION)	Indian Midland Railway Company.	1st June 1882	13
V	GODHRA-RUTLAM	Bombay, Baroda and Central India Railway Company.	16th Jan. 1893	113
VI	WARDHA COAL	Great Indian Peninsula Railway Company.	1st Feb. 1874	45
VII	DHOND-MANMÁD	Great Indian Peninsula Railway Company.	15th Mar. 1878	145½
VIII	BEZVÁDA EXTENSION (INCLUDING THE BEZVÁDA-GODAVARI SECTION OF THE EAST COAST RAILWAY).	Nizam's Guaranteed State Railways Company.	10th Feb. 1889	21½
	TOTAL . . . . .	.....	.....	3,497½
	State lines worked by the State.			
IX	NORTH WESTERN (STATE) . . . . .	.....	13th May 1861	2,360½
	AMRITSAR-PATHÁNKOT	North Western (state) railway.	1st Jan. 1884	66½
X	HYDERABAD-UMARKOT	North Western (state) railway.	15th Aug. 1892	77½
XI	ODDH AND ROHILKHAND (STATE) . . . . .	.....	23rd April 1867	899½
XII	EASTERN BENGAL (STATE) . . . . .	.....	2nd Jan. 1862	248½
XIII	BENGAL CENTRAL	Eastern Bengal (state) railway.	16th Oct. 1882	125
XIV	CALCUTTA PORT COMMISSIONERS'	Port Trust, Calcutta	1st Nov. 1875	Information
XV	MUSHKAF-BOLÁN	North Western (state) railway.	.....	85½
XVI	MÁRI-ATTOCK	North Western (state) railway.	.....	104
XVII	EAST COAST . . . . .	.....	.....	516
	TOTAL . . . . .	.....	.....	4,483
	Lines worked by guaranteed companies.			
XVIII	GREAT INDIAN PENINSULA . . . . .	.....	18th April 1853	1,288½
XIX	BOMBAY, BARODA AND CENTRAL INDIA . . . . .	.....	10th Feb. 1860	460½
XX	MADRAS . . . . .	.....	1st July 1856	839½
	TOTAL . . . . .	.....	.....	2,588½
	Assisted companies.			
XXI	DELHI-UMBALLA-KALKA	East Indian Railway Company	1st Mar. 1891	162½
XXII	TARKESSUR	East Indian Railway Company	1st Jan. 1885	22½
	TOTAL . . . . .	.....	.....	184½
	CARRIED OVER . . . . .	.....	.....	10,753½

lines sanctioned and open for traffic on the 31st March 1893.

Total length open on the 31st March 1892.	Length sanctioned during 1892-93. (From Appendix B.)	Length of line sanctioned at the end of 1892-93.	Length opened during 1892-93. (From Appendix A.)	Total length open on the 31st March 1893.	Length laid with two or more tracks.	Length remaining to be finished.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,525 $\frac{1}{2}$	30 $\frac{1}{4}$	(a) (b) 1,679 $\frac{1}{2}$	3	(b) 1,612 $\frac{1}{2}$	47 $\frac{1}{2}$	66 $\frac{1}{2}$	I	(a) Includes the late Nalhāti and the Patna-Gya State railways, incorporated with the East Indian railway with effect from the 1st April and the 1st July 1892 respectively. The conversion of the late Nalhāti State railway (now known as the Azimganj branch of the East Indian railway) from the 4' gauge to the standard gauge was completed on the 1st July 1892. (b) Correction of mileage.
57 $\frac{1}{2}$	Incorporated	with the East Indian railway, with effect from the 1st July 1892.						
831 $\frac{1}{2}$	...	(b) 861 $\frac{3}{4}$	30 $\frac{1}{4}$	861 $\frac{3}{4}$	...	...	II	
677 $\frac{1}{4}$	...	677 $\frac{1}{4}$	...	677 $\frac{1}{4}$	...	...	III	
13	...	13	...	13	...	...	IV	
...	...	(b) 115 $\frac{1}{2}$	25	25	...	9 $\frac{1}{2}$	V	
45	...	45	...	45	...	...	VI	
145 $\frac{1}{2}$	...	145 $\frac{1}{2}$	...	145 $\frac{1}{2}$	...	...	VII	
21 $\frac{1}{2}$	...	112 $\frac{1}{2}$	(c) 91	112 $\frac{1}{2}$	...	...	VIII	(c) Portion of the East Coast railway, Bezvāda to the south bank of the Godavari river.
3,316 $\frac{1}{2}$	30 $\frac{1}{4}$	3,650	149 $\frac{1}{4}$	3,493 $\frac{1}{4}$	47 $\frac{1}{4}$	156 $\frac{1}{4}$		
2,358 $\frac{3}{2}$	...	(b) 2,427 $\frac{1}{4}$	2	2,427 $\frac{1}{4}$	41 $\frac{1}{4}$	...	IX	
66 $\frac{3}{2}$	Incorporated	with the North Western (state) railway, with effect from the 1st April 1892						
...	...	77 $\frac{1}{2}$	59	59	...	(d) 18 $\frac{1}{2}$	X	(d) In abeyance.
692 $\frac{1}{2}$	...	(b) 900 $\frac{1}{2}$	...	692 $\frac{1}{2}$	...	(e) 203	XI	(e) Bareilly <i>via</i> Rampur to Moradabad, 56 miles; Lucknow to Jaunpur <i>via</i> Rae Bareilly, 152 miles. Commencement of work has been sanctioned on the Lucknow-Rae Bareilly section only, 48 $\frac{1}{2}$ miles.
248 $\frac{1}{2}$	...	248 $\frac{1}{2}$	...	248 $\frac{1}{2}$	51 $\frac{1}{2}$	...	XII	
125	...	125	...	125	...	...	XIII	Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.
not received.	...	6 $\frac{1}{4}$	...	6 $\frac{1}{4}$	5 $\frac{1}{4}$	...	XIV	
...	...	85 $\frac{3}{4}$	...	...	...	85 $\frac{3}{4}$	XV	Under construction. Alignment altered.
...	...	(f) 85	...	...	...	85	XVI	Under construction.
...	...	(b) (g) 430 $\frac{1}{2}$	...	...	...	430 $\frac{1}{2}$	XVII	(f) Revised alignment—Roumia to New Pind Sultan, 25 miles; Langar to mile 74, 35 miles. The alignment from mile 74 to Māri, a distance of about 25 miles, is under investigation. The length between New Pind Sultan and Langar, 16 miles, is a part of the open mileage of the Khusālgarh branch of the North Western (state) railway.
3,491	...	4,386 $\frac{1}{4}$	61	3,558 $\frac{3}{4}$	98	827 $\frac{1}{4}$		
1,286 $\frac{3}{4}$	...	(b) 1,286 $\frac{3}{4}$	...	1,286 $\frac{3}{4}$	462	...	XVIII	(g) Under construction. See note (c) above. The mileage of the Kistna bridge division, 4 miles, previously omitted, has been added.
460 $\frac{3}{4}$	...	460 $\frac{3}{4}$	...	460 $\frac{3}{4}$	60	...	XIX	
839 $\frac{1}{4}$	...	839 $\frac{1}{4}$	...	839 $\frac{1}{4}$	42 $\frac{1}{2}$	...	XX	
2,588 $\frac{1}{4}$	...	2,588 $\frac{3}{4}$	...	2,586 $\frac{3}{4}$	564 $\frac{1}{2}$	...		
162 $\frac{1}{4}$	...	(b) 161 $\frac{1}{2}$	...	161 $\frac{1}{2}$	...	...	XXI	
22 $\frac{1}{4}$	...	22 $\frac{1}{4}$	...	22 $\frac{1}{4}$	...	...	XXII	
184 $\frac{1}{2}$	...	183 $\frac{3}{4}$	...	183 $\frac{3}{4}$	...	...		
9,580 $\frac{1}{4}$	30 $\frac{1}{4}$	10,806 $\frac{1}{4}$	210 $\frac{1}{4}$	9,822 $\frac{1}{4}$	1,136 $\frac{1}{4}$	934 $\frac{1}{2}$		

Statement showing the classification of lines and the lengths of

Serial No.	RAILWAY.	Name of working agency.	Date of first opening for traffic.	Length of line sanctioned at the end of 1891-92.
				Miles.
	Brought forward	.....	.....	10,753½
	STANDARD GAUGE--concl'd.			
	Lines owned by native states and worked by companies			
XXIII	KHAMGAON	Great Indian Peninsula Rail- way Company.	4th Mar. 1870 . .	7½
XXIV	AMBÁOTI	Great Indian Peninsula Rail- way Company.	16th Feb. 1871 . .	5½
XXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION)	Indian Midland Railway Com- pany.	18th Nov. 1884 . .	44
XXVI	THE NIZAM'S GUARANTEED STATE	Nizam's Guaranteed State Railways Company.	9th Oct. 1874 . .	329½
XXVII	THE GAEKWAR'S PETLÁD	Bombay, Baroda and Central India Railway Company.	5th May 1890 . .	13½
XXVIII	MYSORE GOLD-FIELDS	Madras Railway Company.	.....	...
	TOTAL . . . . .	.....	.....	399½
	Lines owned by native states and worked by state railway agency.			
XXIX	RÁJPURA-BHÁTINDA	North Western (state) rail- way.	1st Nov. 1884 . .	108
XXX	JAMMU AND KASHMIR (NATIVE STATE SECTION)	North Western (state) rail- way.	15th Mar. 1890 . .	16
	TOTAL . . . . .	.....	.....	124
	Lines owned and worked by native states.			
XXXI	BÍNA-GUNA	Gwalior Darbar . . . . .	.....	72½
XXXII	BHOPAL-UJJAIN	Gwalior Darbar . . . . .	.....	...
	TOTAL . . . . .	.....	.....	72½
	Total standard gauge . . . . .	.....	.....	11,349
	METRE GAUGE.			
	State lines worked by companies.			
XXXIII	BENGAL AND NORTH-WESTERN--			
	TIRHOOT SECTION	} Bengal and North-Western Railway Company.	1st Nov. 1875. . .	340½
	COMPANY'S SECTION		2nd April 1884 . .	415
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-DARBHILLY SECTION)	Rohilkund and Kumaon Rail- way Company.	12th Oct. 1884 . .	224½
XXXV	RAJPUTANA-MALWA	Bombay, Baroda and Central India Railway Company.	14th Feb. 1873 . .	1,674
XXXVI	SOUTHERN MAHRATTA	Southern Mahratta Railway Company.	24th Mar. 1884 . .	1,043½
XXXVII	GUNTAKAL-MYSORE FRONTIER	Southern Mahratta Railway Company.	1st March 1892. .	Included with
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION)	Southern Mahratta Railway Company.	1st Feb. 1881 . .	365
XXXIX	SOUTH INDIAN	South Indian Railway Com- pany.	15th July 1861. .	1,161½
XL	ASSAM-BENGAL	Assam-Bengal Railway Com- pany.	.....	742½
XLI	MÁYAVARAM-MUTUPET	South Indian Railway Com- pany.	.....	53½
XLII	PÁLANPUR-DEESA	Bombay, Baroda and Central India Railway Company.	.....	17½
	TOTAL . . . . .	.....	.....	6,037½
	CARRIED OVER . . . . .	.....	.....	6,037½

lines sanctioned and open for traffic on the 31st March 1893—contd.

Total length open on the 31st March 1892.	Length sanctioned during 1892-93. (From Appendix B.)	Length of line sanctioned at the end of 1892-93.	Length opened during 1892-93 (From Appendix A.)	Total length open on the 31st March 1893.	Length laid with two or more tracks.	Length remaining to be finished.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
9,580 $\frac{1}{4}$	30 $\frac{1}{4}$	10,806 $\frac{3}{4}$	210 $\frac{1}{4}$	9,822 $\frac{1}{4}$	1,136 $\frac{3}{4}$	984 $\frac{1}{2}$		
7 $\frac{1}{2}$	...	7 $\frac{1}{2}$	...	7 $\frac{1}{2}$	...	...	XXIII	
5 $\frac{1}{2}$	...	5 $\frac{1}{2}$	...	5 $\frac{1}{2}$	...	...	XXIV	
44	...	44	...	44	...	...	XXV	
329 $\frac{1}{4}$	...	329 $\frac{1}{4}$	...	329 $\frac{1}{4}$	...	...	XXVI	
13 $\frac{1}{4}$	...	13 $\frac{1}{4}$	...	13 $\frac{1}{4}$	...	...	XXVII	
...	10	10	...	...	...	10	XXVIII	Under construction.
399 $\frac{1}{2}$	10	409 $\frac{1}{2}$	...	399 $\frac{1}{2}$	...	10		
108	...	108	...	108	...	...	XXIX	
16	...	16	...	16	...	...	XXX	The British section of this railway forms an integral part of the North Western (state) railway.
124	...	124	...	124	...	...		
...	...	(a) 73 $\frac{1}{2}$	...	...	...	73 $\frac{1}{2}$	XXXI	Under construction.
...	113	113	...	...	...	113	XXXII	(a) Correction of mileage. Under construction.
...	113	186 $\frac{1}{2}$	...	...	...	186 $\frac{1}{2}$		
10,103 $\frac{3}{4}$	153 $\frac{1}{4}$	11,526 $\frac{3}{4}$	210 $\frac{1}{4}$	10,345 $\frac{3}{4}$	1,136 $\frac{3}{4}$	1,181		
340 $\frac{1}{2}$	...	(a) 341 $\frac{3}{4}$	...	341 $\frac{3}{4}$	...	...	XXXIII	Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.
415	...	(a) 414 $\frac{1}{2}$	...	414 $\frac{1}{2}$	...	...		
198 $\frac{1}{2}$	...	(a) 224 $\frac{1}{4}$	24	(a) 222 $\frac{1}{4}$	...	2	XXXIV	
1,674	...	1,674	...	1,674	1 $\frac{1}{4}$	...	XXXV	
1,043 $\frac{3}{4}$	...	1,043 $\frac{3}{4}$	...	1,043 $\frac{3}{4}$	...	...	XXXVI	
the South Indian railway.		(a) 119 $\frac{1}{2}$	...	63	...	56 $\frac{1}{2}$	XXXVII	
311	...	(a) 362 $\frac{3}{4}$	20	(a) 331 $\frac{1}{4}$	...	31 $\frac{1}{2}$	XXXVIII	
1,105 $\frac{1}{2}$	...	(b) 1,042 $\frac{1}{4}$	...	1,042 $\frac{1}{4}$	...	...	XXXIX	(b) Excludes 110 $\frac{1}{2}$ miles transferred to the Southern Mahratta Railway Company for working, and shown separately as the Guntakal-Mysore Frontier railway, Serial No. XXXVII.
...	...	742 $\frac{1}{4}$	...	...	...	742 $\frac{1}{4}$	XL	Under construction.
...	...	53 $\frac{3}{4}$	...	...	...	53 $\frac{3}{4}$	XLI	Under construction.
...	...	17 $\frac{1}{4}$	...	...	...	17 $\frac{1}{4}$	XLII	Under construction.
5,088 $\frac{1}{4}$	...	6,036	44	5,132 $\frac{3}{4}$	1 $\frac{1}{4}$	903 $\frac{1}{4}$		
5,088 $\frac{1}{4}$	...	6,036	44	5,132 $\frac{3}{4}$	1 $\frac{1}{4}$	903 $\frac{1}{4}$		

Statement showing the classification of lines and the lengths of

Serial No.	RAILWAY.	Name of working agency.	Date of first opening for traffic.	Length of line sanctioned at the end of 1891-92. Miles.
	Brought forward	.. ..	.....	6,037 $\frac{1}{2}$
	METRE GAUGE—concl'd.			
	State lines worked by the State.			
XLIII	EASTERN BENGAL (STATE)—			
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHABLLA, 2' 6" GAUGE, BRANCH.)	.....	28th Aug. 1874.	478 $\frac{1}{2}$
	DACCA SECTION . . . . .	.....	4th Jan. 1885 . . .	86
XLIV	BURMA (STATE) . . . . .	.....	2nd May 1877 . . .	571
XLV	MU VALLEY	Burma (state) railway . .	.....	314 $\frac{1}{2}$
	TOTAL . . . . .	.....	.....	1,449 $\frac{3}{4}$
	Assisted companies.			
XLVI	DEOGHUR . . . . .	.....	23rd Dec. 1882 . . .	4 $\frac{3}{4}$
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION) . .	.....	12th Oct. 1884 . . .	54
XLVIII	BENGAL DOOARS	Finlay, Muir & Co. . . .	15th Jan. 1883 . . .	39
XLIX	DIBRU-SADIYA	Assam Railways and Trading Company.	October 1882 . . .	77 $\frac{1}{2}$
L	NÍLGIRI . . . . .	.....	.....	16 $\frac{1}{2}$
	TOTAL . . . . .	.....	.....	191 $\frac{3}{4}$
	Lines owned by native states and worked by companies.			
LI	THE GAEKWAR'S MEHSÁNA	Bombay, Baroda and Central India Railway Company.	21st Mar. 1887 . . .	92 $\frac{3}{4}$
LII	KOLHÁPUR	Southern Mahratta Railway Company.	21st April 1891 . . .	29 $\frac{1}{2}$
	TOTAL . . . . .	.....	.....	122
	Lines owned and worked by native states.			
LIII	JODHPORE-BICKANEER—			
	JODHPORE SECTION	Jodhpore Darbar	4th June 1882 . . .	318
	BICKANEER SECTION	Jodhpore Darbar	8th April 1891 . . .	43 $\frac{1}{2}$
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR . . .	Representative committee of proprietary states.	20th Dec. 1880. . .	375 $\frac{1}{2}$
	TOTAL . . . . .	.....	.....	736 $\frac{3}{4}$
	Foreign lines.			
LV	WEST OF INDIA PORTUGUESE . . . . .	.....	17th Jan. 1887 . . .	51
LVI	PONDICHERRY	South Indian Railway Com-pany.	16th Dec. 1879 . . .	7 $\frac{3}{4}$
	TOTAL . . . . .	.....	.....	58 $\frac{3}{4}$
	Total metre gauge . . . . .	.....	.....	8,596 $\frac{1}{2}$

lines sanctioned and open for traffic on the 31st March 1893--contd.

Total length open on the 31st March 1892.	Length sanc- tioned during 1892-93. (From Appendix B.)	Length of line sanctioned at the end of 1892-93.	Length opened during 1892-93. (From Appendix A.)	Total length open on the 31st March 1893.	Length laid with two or more tracks.	Length remaining to be finished.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
5,088 $\frac{1}{4}$	...	6,036	44	5,132 $\frac{3}{4}$	1 $\frac{1}{4}$	903 $\frac{1}{4}$		
442 $\frac{1}{4}$	...	(a) 478	35 $\frac{3}{4}$	478	...	...	XLIII	(a) Correction of mileage.
86	...	86	...	86	...	...		
558 $\frac{1}{2}$	...	(a) 571 $\frac{1}{2}$	...	558 $\frac{1}{2}$	9	13	XLIV	The open section of this railway forms a part of the Burma (state) railway system.
59 $\frac{1}{2}$	...	(a) 315 $\frac{1}{4}$	100	(a) 159	...	156 $\frac{1}{4}$	XLV	
1,146 $\frac{1}{4}$	...	1,450 $\frac{3}{4}$	135 $\frac{1}{2}$	1,281 $\frac{1}{2}$	9	169 $\frac{1}{4}$		
4 $\frac{3}{4}$	...	4 $\frac{3}{4}$	...	4 $\frac{3}{4}$	...	...	XLVI	Under construction.
54	...	54	...	54	...	...	XLVII	
...	...	39	27	27	...	12	XLVIII	
77 $\frac{1}{2}$	...	77 $\frac{1}{2}$	...	77 $\frac{1}{2}$	...	...	XLIX	
...	...	16 $\frac{1}{2}$	...	...	...	16 $\frac{1}{2}$	L	
136 $\frac{1}{4}$	...	191 $\frac{3}{4}$	27	163 $\frac{1}{4}$	...	28 $\frac{1}{2}$		
92 $\frac{3}{4}$	...	92 $\frac{3}{4}$	...	92 $\frac{3}{4}$	...	...	LI	
29 $\frac{1}{4}$	...	(a) 29	...	29	...	...	LII	
122	...	121 $\frac{3}{4}$	...	121 $\frac{3}{4}$	...	...		
247 $\frac{1}{2}$	...	(a) 320 $\frac{1}{2}$	73	320 $\frac{1}{2}$	...	...	LIII	Excludes 4 $\frac{1}{2}$ miles of dock estates and quarry lines constructed and maintained by the states themselves. (b) Jetalsar-Rajkot railway. This is a separate undertaking which will be worked by the Bhavnagar-Gondal-Junagarh-Porbandar railway administration.
43 $\frac{1}{2}$	...	43 $\frac{1}{2}$	...	43 $\frac{1}{2}$	...	...		
329 $\frac{1}{4}$	...	(a) 376	...	329 $\frac{1}{4}$	...	(b) 46 $\frac{3}{4}$	LIV	
620 $\frac{1}{4}$	...	740	73	693 $\frac{1}{4}$	...	46 $\frac{3}{4}$		
51	...	51	...	51	...	...	LV	
7 $\frac{3}{4}$	...	7 $\frac{3}{4}$	...	7 $\frac{3}{4}$	...	...	LVI	
58 $\frac{3}{4}$	...	58 $\frac{3}{4}$	...	58 $\frac{3}{4}$	...	...		
7,171 $\frac{3}{4}$	...	8,599	279 $\frac{1}{2}$	7,451 $\frac{1}{4}$	10 $\frac{1}{4}$	1,147 $\frac{3}{4}$		

Statement showing the classification of lines and the lengths of

Serial No.	RAILWAY.	Name of working agency.	Date of first opening for traffic.	Length of line sanctioned at the end of 1891-92.
				Miles.
	SPECIAL GAUGES.			
	State lines worked by the State.			
	NALHÁTI (4' 0") . . . . .	.....	21st Dec. 1863 . .	27½
	CHERRA-COMPANYGANJ (2' 6") . . . . .	.....	16th June 1886. .	8
LVII	JORHÁT (2' 0") . . . . .	.....	15th Dec. 1884. .	28½
	TOTAL . . . . .	.....	.....	63½
	Assisted companies.			
LVIII	DARJEELING-HIMALAYAN (2' 0") . . . . .	.....	23rd Aug. 1880. .	51
	THATÔN-DUYINZÁIK (2' 6").	G. E. L. Dawson, Esq. .	11th Feb. 1885. .	8
	TOTAL . . . . .	.....	.....	59
	Line owned by native state and worked by company.			
LIX	THE GAEKWAR'S DABHOI (2' 6")	Bombay, Baroda and Central India Railway Company.	8th April 1873 . .	71½
	TOTAL . . . . .	.....	.....	71½
	Line owned by native state and worked by state railway agency.			
LX	COOCH BEHAR (2' 6")	Eastern Bengal (state) railway.	.....	24½
	TOTAL . . . . .	.....	.....	24½
	Line owned and worked by native state.			
LXI	MORVI (2' 6")	Morvi state	11th Mar. 1886. .	94
	TOTAL . . . . .	.....	.....	94
	Total special gauges . . . . .	.....	.....	313
	Total of all railways . . . . .	.....	... ..	20,258½
	Steam tramways outside municipal limits.			
	CHERRA-COMPANYGANJ (2' 6" gauge)	State agency	16th June 1886. .	Included
	DANDOT COLLIERY (2' 0" gauge)	North Western (state) railway.	1st June 1889 . .	2
	POWAYAN (2' 6" gauge)	Powayan Steam Tramway Company.	17th June 1890. .	31
	NÁSÍK (2' 6" gauge)	Indian Railways Feeder Lines Company.	5th March 1891. .	4¾
	THATÔN-DUYINZÁIK (2' 6" gauge)	G. E. L. Dawson, Esq. .	11th Feb. 1885. .	Included
	TÁRAKESHWAR-MUGRA (2' 6" gauge)	Bengal Provincial Railway Company.	.....	30½
	BÁRSÍ (2' 6" gauge)	Messrs. T. S. Alston, N. W. Wadia, and others.	.....	21½
	TOTAL . . . . .	.....	.....	89¾

lines sanctioned and open for traffic on the 31st March 1893—contd.

Total length open on the 31st March 1892.	Length sanctioned during 1892-93. (From Appendix B.)	Length of line sanctioned at the end of 1892-93.	Length opened during 1892-93. (From Appendix A.)	Total length open on the 31st March 1893.	Length laid with two or more tracks.	Length remaining to be finished.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
27 $\frac{1}{4}$	Incorporated with the East Indian railway with effect from the 1st April 1892, and converted to the standard gauge.							
8	Now treated as a steam tramway.							
28 $\frac{1}{2}$	...	(a) 28 $\frac{1}{4}$	...	28 $\frac{1}{4}$	...	...	LVII	(a) Correction of mileage.
63 $\frac{3}{4}$	...	28 $\frac{1}{4}$	...	28 $\frac{1}{4}$	...	...		
51	...	51	...	51	...	...	LVIII	
8	Now treated as a steam tramway.							
59	...	51	...	51	...	...		
71 $\frac{3}{4}$	...	71 $\frac{3}{4}$	...	71 $\frac{3}{4}$	...	...	LIX	
71 $\frac{3}{4}$	...	71 $\frac{3}{4}$	...	71 $\frac{3}{4}$	...	...		
...	...	24 $\frac{1}{2}$	...	...	...	24 $\frac{1}{2}$	LX	Under construction.
...	...	24 $\frac{1}{2}$	...	...	...	24 $\frac{1}{2}$		
94	...	94	...	94	...	...	LXI	
94	...	94	...	94	...	...		
288 $\frac{1}{2}$	...	269 $\frac{1}{2}$	...	245	...	24 $\frac{1}{2}$		
17,564	153 $\frac{1}{4}$	20,395 $\frac{1}{4}$	489 $\frac{1}{4}$	18,042	1,147	2,353 $\frac{1}{4}$		
with railways.	...	8	...	8	...	...		
2	1 $\frac{1}{4}$	3 $\frac{1}{4}$	...	2	...	1 $\frac{1}{4}$		
31	...	31	...	31	...	...		
4 $\frac{3}{4}$	...	(a) 4 $\frac{1}{2}$	...	(a) 4 $\frac{1}{2}$	...	...		At present worked by horse power.
with railways	...	8	...	8	...	...		
...	...	30 $\frac{1}{4}$	...	...	...	30 $\frac{1}{4}$		Under construction.
...	...	21 $\frac{1}{4}$	...	...	...	21 $\frac{1}{4}$		Under construction.
37 $\frac{3}{4}$	1 $\frac{1}{4}$	106 $\frac{3}{4}$	...	53 $\frac{1}{2}$	...	53 $\frac{1}{4}$		

Statement showing the classification of lines and the lengths of lines sanctioned and open for traffic on the 31st March 1893—concl'd.

SUMMARY OF TOTALS.	Length of line sanctioned at the end of 1891-92.	Total length open on the 31st March 1892.	Length sanctioned during 1892-93. (From Appendix B.)	Length of line sanctioned at the end of 1892-93.	Length opened during 1892-93. (From Appendix A.)	Total length open on the 31st March 1893.	Length laid with two or more tracks.	Length remaining to be finished.
STANDARD GAUGE.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
State lines worked by companies	3,497½	3,316½	30½	3,650	149½	3,493½	474½	156½
State lines worked by the State	4,483	3,491	...	4,386½	61	3,558½	98	827½
Lines worked by guaranteed companies . . .	2,588½	2,588½	...	2,586¾	...	2,586¾	564½	...
Assisted companies	184½	184½	...	183½	...	183½	...	...
Lines owned by native states and worked by companies.	399½	399½	10	409½	...	399½	...	10
Lines owned by native states and worked by state railway agency.	124	124	...	124	...	124	...	...
Lines owned and worked by native states .	72½	...	113	186½	...	...	...	186½
TOTAL	11,349	10,103½	153½	11,526¾	210½	10,345½	1,136¾	1,181
METRE GAUGE.								
State lines worked by companies	6,037½	5,088½	...	6,036	44	5,132¾	1½	903½
State lines worked by the State	1,449¾	1,146½	...	1,450¾	135½	1,281½	9	169½
Assisted companies	191¾	136½	...	191¾	27	163½	...	28½
Lines owned by native states and worked by companies	122	122	...	121¾	...	121¾	...	...
Lines owned and worked by native states .	736¾	620½	...	740	73	693½	...	46¾
Foreign lines	58½	58½	...	58½	...	58½	...	...
TOTAL	8,596½	7,171¾	...	8,599	279½	7,451½	10½	1,147¾
SPECIAL GAUGES.								
State lines worked by the State	63¾	63¾	...	28½	...	28½	...	...
Assisted companies	59	59	...	51	...	51	...	...
Lines owned by native states and worked by companies.	71¾	71¾	...	71¾	...	71¾	...	...
Lines owned by native states and worked by state railway agency.	24½	...	...	24½	...	...	...	24½
Lines owned and worked by native states .	94	94	...	94	...	94	...	...
TOTAL	313	288½	...	269½	...	245	...	24½
TOTAL OF ALL RAILWAYS	20,258½	17,564	153½	*20,395½	489¾	18,042	1,147	2,353½
Steam tramways outside municipal limits .	89½	37¾	1½	106¾	...	53½	...	53½

* Made up as follows :—	MILES.
Length sanctioned at end of 1891-92	20,258½
Sanctioned during 1892-93	153½
	20,411½
Add—	
Calcutta Port Commissioners' railway shown for the first time	6½
East Coast railway, Kistna bridge division, previously omitted	4
Minor corrections of mileage aggregating	1½
	24½
	20,436½
Deduct—	
Cherra-Companyganj State and Thaton-Duynzaiik railways now classed with tramways	16
Mári-Attock railway, difference due to re-alignment	19
Minor corrections of mileage aggregating	6
	41
Net total length sanctioned at the end of 1892-93	20,395½
Length sanctioned at the end of 1891-92	20,258½
Increase of mileage in 1893	136½

APPENDIX D.

*Progress made in the opening of railways year by year from the
commencement.*



Progress made in the opening of railways

Serial No.	RAILWAY.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	STANDARD GAUGE.										
	State lines worked by companies.										
I	EAST INDIAN	Transferred from "Lines worked by guaranteed companies"								...	2½
	DILDÁRNAGAR-GHÁZIPUR	...	...	...	...	...	...	...	12	...	...
	NORTHERN BENGAL	...	...	...	...	...	(b) 13	...	...	...	...
	TIRHOOT	...	...	...	...	(c) 3	...	...	...	...	...
II	BENGAL-NÁGPUR	...	...	...	...	...	...	...	...	...	...
III	INDIAN MIDLAND.	...	...	...	...	...	...	...	...	...	...
	SINDIA	...	...	...	...	...	...	32½	...	8½	...
	PÁTHI	22½	...	...	...	...	...	...	...	...	...
IV	BHOPAL-ITÁRSI (BRITISH SECTION)	...	...	...	...	...	...	...	...	...	11½
V	GODHRA-RUTLAM.	...	...	...	...	...	...	...	...	...	...
	AMRITSAR-PATHÁNKOT	...	...	...	...	...	...	...	...	...	...
	RUPAR-NÁLAGARH	...	...	...	...	...	...	...	...	...	...
VIII	BEZVÁDA EXTENSION (INCLUDING THE BEZVÁDA-GODAVARI SECTION OF THE EAST COAST RAILWAY)	...	...	...	...	...	...	...	...	...	...
	TOTAL	22½	...	...	...	3	13	32½	12	8½	14
	State lines worked by the State.										
	PATNA-GYA	...	...	...	...	...	...	57	...	...	...
	KATNI-UMARIA	...	...	...	...	...	...	...	...	...	...
	SINDIA	...	...	...	...	...	34	...	...	...	...
	WARDHA COAL	...	18½	22½	5½	...	...	...	...	...	...
	DHOND-MANMÁD	...	...	...	...	...	145½	...	...	...	...
IX	NORTH WESTERN (STATE)	...	...	...	...	...	...	...	...	...	...
X	HYDERABAD-UMARKOT	...	...	...	...	...	...	...	...	...	...
	INDUS VALLEY	...	...	...	...	...	501	...	...	...	...
	PUNJAB NORTHERN	...	...	...	...	...	(k)103½	...	67½	130	43½
	SIND-PISHIN (RUK TO SIBI AND PIR CHOWKI) .	...	...	...	...	...	...	...	152	...	...
	JAMMU AND KASHMIR (BRITISH SECTION) . .	...	...	...	...	...	...	...	...	...	...
XII	EASTERN BENGAL (STATE)	...	...	...	...	...	...	...	...	...	...
	CALCUTTA AND SOUTH-EASTERN (l)	...	...	...	...	...	...	...	...	...	15
XIV	CALCUTTA PORT COMMISSIONERS'	...	...	1¾	...	...	2	...	¼	...	...
	TOTAL	...	18½	24½	5½	...	786	57	220	130	58½

A.B. —The figures in this statement have been revised and corrected up to December 1881 from the Statement of railways constructed and in progress

year by year from the commencement.

1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
2½	...	5½	(a) 4½	...	...	...	...	...	3	I	This was a guaranteed line up to the 31st December 1879, when it was acquired by the State and transferred to "State lines worked by companies."
...	...	...	...	...	...	...	...	...	...		(a) Hooghly bridge branch.
5½	...	...	...	...	...	...	...	...	...		Incorporated with the East Indian railway on the 1st January 1889.
(d)—3	...	...	...	...	...	...	...	...	...		(b) Porádaha branch.
...	...	...	...	...	(e) 255½	208½	330½	...	30½	II	(c) Barh branch.
...	...	...	42	95	303½	164½	...	...	...	III	(d) Due to the closing of the Barh branch on the opening of the line from Dalsinghsarai to Semaria.
...	...	...	...	...	...	...	...	...	...		(e) Includes the late Nágpur-Chhattisgarh state railway.
...	...	...	...	...	...	...	...	...	...		Incorporated with the Indian Midland railway on the 1st March 1889.
...	...	...	...	...	...	...	...	...	...		Incorporated with the Bombay, Baroda and Central India railway in 1883-89.
...	1½	...	...	...	...	...	...	...	...	IV	
...	...	...	...	...	...	...	...	...	25	V	
51	14	...	...	...	...	...	...	...	...		
48	—48	...	...	...	...	...	...	...	...		
...	...	...	...	...	21½	...	...	...	91	VIII	This line was originally made by the Canal authorities for constructional purposes of the Sirhind Canal. It was handed over to the Sind, Punjab and Delhi Railway Company for experimental working for one year, from the 1st April 1883. The section from Rupar to Nálagarh, 16 miles, was closed for passenger traffic in July 1883, and the whole line was afterwards abandoned.
104½	—32½	5½	46½	95	580½	373½	330½	...	149½		
...	...	...	...	...	...	...	...	...	...		Transferred to "State lines worked by companies" on the 1st January 1883.
...	...	...	37	...	...	...	...	...	...		Taken over by the Bengal-Nágpur Railway Company on the 1st April 1888.
...	...	...	...	...	...	...	...	...	...		Made over to the East Indian Railway Company for working on the 16th December 1879.
...	...	...	...	...	...	...	...	...	...		Transferred to "State lines worked by companies" on the 1st January 1891.
...	...	...	...	...	...	...	...	...	...		Transferred to "State lines worked by companies" on the 1st January 1881.
...	...	(f) 51½	283½	326½	{ (g) 5½ — 9	{ (h) 7½ — 5½	{ ... { (i) 65½ — 90½	...	2	IX	(f) Includes line from Lála Músa to Malakwál (45 miles) opened on the 10th February 1886.
...	...	...	...	...	...	...	...	...	59	X	(g) Gházi Ghât to Dera Gházi Khan, 4 miles, and Chenab west bank to Muzaffarabad, 5 miles, closed to traffic in May 1883.
...	...	...	...	...	...	...	...	...	...		(h) Darya Khan to Dera Ismail Khan ferry line dismantled.
30½	...	...	...	...	...	...	...	...	...		Incorporated with the North Western (state) railway on the 1st January 1886.
...	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	8½	...	...	...		(i) Portion of old Quetta loop now being re-constructed on a new alignment <i>via</i> the Mushkaf-Bolán route. This does not take into account the high level line between Hirók and Kolpur, 8 miles, which, though inspected and passed for traffic, was never formally opened.
...	...	½	...	...	½	...	17½	...	...	XII	(k) Line from Lahore to Jhelum converted from metre gauge to standard gauge, and opened for traffic on that gauge in October 1878.
12½	...	...	...	...	...	...	...	...	...		
...	...	...	2½	...	...	...	...	...	...	XIV	(l) Incorporated with the Eastern Bengal (state) railway on the 1st July 1884.
43	...	51½	322½	326½	—3½	10½	17½	—25	61		

for 1881 published in March 1882. The figures for subsequent years have been taken from the annual progress statements since published.

Progress made in the opening of railways

Serial No.	RAILWAY.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	STANDARD GAUGE —concl'd.																		
	Lines worked by guar- anteed companies.																		
	EAST INDIAN . . .	...	37½	82½	...	...	19	147	83½	190½	316½	55½	171	23½	...	225½	...	...	...
	EASTERN BENGAL (STATE)	...	...	...	...	...	...	...	...	...	108	...	4	...	...	...	...	...	...
	CALCUTTA AND SOUTH- EASTERN.	...	...	...	...	...	...	...	...	...	15	13	Purchased by the State on the 1st April						
	ODDH AND ROHILKHAND	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	...	...	...
	SIND PUNJAB AND DELHI	...	...	...	...	...	...	...	...	109½	32	...	...	208	...	53½	...	218	42½
XVIII	GREAT INDIAN PENINSULA	20½	12½	16½	37½	...	106½	50½	52½	140½	57½	60½	32½	116½	121½	29½	21	...	385
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	...	...	...	...	...	...	...	35	99	33½	17½	120½	...	...	...	1	½	5
XX	MADRAS . . .	...	...	...	65	15½	15	...	41	160	150½	...	122½	39½	34½	...	32½	29½	76
	SOUTH INDIAN . . .	...	...	...	...	...	...	...	...	48½	33½	...	...	...	44½	16½	23½	...	...
	TOTAL .	20½	50½	99	102½	15½	140½	197½	212½	748½	746	146½	451	387½	200	367½	78	248½	508½
	Assisted companies.																		
XXI	DELHI-UMBALLA-KALKA	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	TARKESSUR . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	BENGAL CENTRAL . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.																		
XXIII	KHÁMGAON . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
XXIV	AMRÁOTI . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXV	BHOPAL-ITÁSI (NATIVE STATE SECTION).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXVI	THE NIZAM'S GUARAN- TEED STATE.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXVII	THE GAEKWAR'S PETLÁD	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	RÁJPURA-PATÍÁLÁ . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
	Lines owned by native states and worked by state rail- way agency.																		
XXIX	RÁJPURA-BHÁTINDA .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXX	JAMMU AND KASHMIR (NATIVE STATE SEC- TION).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Taken from progress statement for 1882.
(b) Benares branch, taken over from the East Indian railway.
(c) Campuli branch, closed in 1872 and reopened in 1879.
(d) Bellary branch, purchased by the Southern Mahratta Railway Company on the 1st February 1887.

year by year from the commencement—contd.

1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
150½	...	...	...	...	...	...	...	1	Transferred to "State lines worked by companies" on the 1st January 1880.												
45	...	1½	...	...	...	...	...	...	...	(a) 1½	...	...	Transferred to "State lines worked by the State" on the 1st July 1884.		...	...	...	...	...	...	...
1868,	and amalgamated with the	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	251½	163	84	3½	...	...	3	...	...	...	...	1½	47	85½	6½	(b) 4½	Transferred to the State on the 1st January 1889.	"State lines worked by the State" on the 1st January 1886.	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	25½	...	...	...	Transferred to the North Western (state) railway on the 1st January 1886.	...	...	...	...	
15½	{ 12½ (c) -7½ }	...	...	...	...	...	...	(c) 7½	...	...	...	...	...	...	...	...	...	...	...	...	...
37½	39½	...	16½	1½	9	4½	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...
48½	...	28	...	...	...	...	...	...	...	...	2½	...	...	...	...	(d) { -32 (e) -24 11½ }	...	...	...	...	...
...	...	...	...	(f) -79½	...	...	...	(g) -87½	...	...	...	...	...	...	...	...	...	...	...	...	...
296½	296	192½	100½	-74½	9	4½	3	-79	...	1½	19½	27	47	85½	-25½	13½	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	162	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	22	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	20	93½	12	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	20	93½	34	...	...	...	...	...	162	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	44	...	...	...	...	...	...	...	...
...	...	...	121	...	...	...	...	...	...	...	...	...	...	...	87	69	55	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	13½	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	16	...	...	...	...	...	...	...	...
6	...	...	121	...	...	...	...	...	...	...	...	...	60	...	87	69	55	...	13½	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	92	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	108	...	...	...

(e) Line to Beypore from point of divergence of new line to Calicut, abandoned.
(f) Line from Negapatam to Trichinopoly, converted to metre gauge in June and July 1875.
(g) Trichinopoly to Erode (87½ miles), converted to metre gauge in July and December 1879.

Progress made in the opening of railways.

Serial No.	RAILWAY.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.
	METRE GAUGE	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	State lines worked by companies.										
	BENGAL-NÁGPUR	...	...	...	...	...	...	...	...	...	...
XXXIII	BENGAL AND NORTH-WESTERN—										
	TIRHOOT SECTION	Transferred from "State lines worked by the state" on the 1st July 1890							...	...	...
	COMPANY'S SECTION	Transferred from "Assisted Companies"							...	...	...
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION). (a)	...	...	...	...	...	...	...	...	...	...
	BAREILLY-PILIBHIT	...	...	...	...	...	...	...	...	...	...
	LUCKNOW-SITAPUR-SERAMAU	...	...	...	...	...	...	...	...	...	...
XXXV	RAJPUTANA-MALWA	...	...	...	...	...	...	...	...	...	...
XXXVI	SOUTHERN MAHRATTA	...	...	...	...	...	...	...	...	...	...
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION).	...	...	...	...	...	...	...	...	...	...
XXXIX	SOUTH INDIAN	Formerly a guaranteed railway. It was purchased by Government on the 1st January 1891, and transferred—									
	CUDDAPAH-NELLORE	...	...	...	...	...	...	...	...	...	...
	BELLARY-KISTNA	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...
	State lines worked by the State.										
	NÁGPUR-CHHATTISGARH	...	...	...	...	...	...	...	...	...	...
	TIRHOOT	...	...	...	...	...	...	...	...	...	...
	RAJPUTANA-MALWA	...	...	...	...	...	...	...	...	92½	237
	PUNJAB NORTHERN	...	...	...	...	...	...	...	...	...	...
	NORTH WESTERN (STATE)	...	...	...	...	...	...	...	...	...	...
	CAWNPORE-ACHNERA	...	...	...	...	...	...	...	...	...	...
	CAWNPORE-FARUKHABAD	...	...	...	...	...	...	...	...	...	...
	HÁTHRAS-MUTTRA-ACHNERA	...	...	...	...	...	...	...	...	...	...
	NORTHERN BENGAL* (i)	...	...	...	...	...	...	...	...	...	...
XLIII	EASTERN BENGAL (STATE)—										
	NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLLA, 2' 6" GAUGE, BRANCH).	...	...	...	...	...	...	...	...	...	...
	DACCA (i)	...	...	...	...	...	...	...	...	...	...
XLIV	BURMA (STATE)	...	...	...	...	...	...	...	...	...	...
	TOUNGGOO-MANDALAY	...	...	...	...	...	...	...	...	...	...
XLV	MU VALLEY	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	92½	237
	Line worked by guaranteed company.										
	SOUTH INDIAN	17½	...	...	...	...	...	...	...	...	...
	TOTAL	17½	...	...	...	...	...	...	...	...	...
	Assisted companies.										
	BENGAL AND NORTH-WESTERN.	...	...	...	...	...	...	...	...	...	...
XLVI	DEOGHUR	...	...	...	...	...	...	...	...	...	...
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	...	...	...	...	...	...	...	...	...	...
XLVIII	BENGAL-DOOARS	...	...	...	...	...	...	...	...	...	...
XLIX	DIBRU-SADIYA	...	...	...	...	...	...	...	...	...	...
	SOUTHERN MAHRATTA	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...

(a) Including the Bareilly-Pilibhit section only up to 1st January 1891, during which time the open length of the Lucknow-Pilibhit section was worked by the Oudh and Rohilkhand railway.

(b) Includes the Bellary branch of the Madras railway (30 miles) made over to the Southern Mahratta Railway Company on the 1st February 1887.

(c) Included with the open mileage of the Southern Mahratta railway.

(d) Transferred to "State lines worked by companies" on the 1st July 1890.

(e) Line from Lahore to Jhelum converted to standard gauge, and opened to traffic on that gauge in October 1878.

(f) Salt branch, Lala Músa to Miani.

year by year from the commencement—contd.

1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	149 Coverted to standard gauge, and Tumsur branch (2½ miles) abandoned.	56	12½	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	39½	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	57½	24
...	...	...	...	...	...	...	...	...	36	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	55½	50½	...	...	...	...	...
...	...	...	...	...	...	...	...	...	151½	...	...	...	...	7½	...	54	...
...	...	...	...	...	...	...	...	...	...	101½	(b) 282½	167½	1½	123	66½	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	79½	77	...	15	20
ed to "State lines worked by companies"	...	...	...	...	...	...	...	...	...	...	...	...	...	...	163½	204½	...
...	...	...	...	...	...	...	...	...	...	...	...	82½	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	(c) 88½	...	...	...	...	...
...	...	...	...	...	...	...	...	...	187½	101½	337½	389½	— 68	207½	285½	333½	44
...	...	...	...	...	53	45	51	...	...	...	Taken over by the Bengal-Nagpur Railway Company on the 9th May 1887.	13½	14	...	(d)	...	...
43	...	32	7	...	...	...	...	123	34	...	Leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885.	...	...	...	...	...	...
108½	70½	...	96½	119	108½	284½	...	141½	...	...	...	...	...	...	...	...	...
62	41½	...	(e) 103½	...	(f) 53½	...	10	9½	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	(g) { 45 {	(g) 10 { 27½ {	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	111½	43	...	...	...	...	...	...	...
29	...	...	...	...	49½	36½	...	...	...	...	Leased to the Bombay, Baroda and Central India Railway Company from the 1st October 1886.	...	...	...	...	...	...
...	...	134	85½	11½	...	23	13½	9	14½	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	70½	...	74	13½	...	35½
...	...	...	...	...	...	...	...	...	10½	75	...	...	...	...	...	...	...
...	...	161	...	...	(k) 6	...	...	93	...	73	...	...	...	...	3	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	222	2½	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	59	100
242½	111½	327	85½	130½	270½	413½	74½	376	170½	107½	2½	83½	236	66½	16½	59	135½
(l) 175½	192½	125½	12½	(m) 108	13½	8	Purchased by Government on the 1st January 1891.	...	...	...	...	...	...	...	...	...	...
175½	192½	125½	12½	108	13½	8	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	303	...	73½	...	...	...	...	...	...
...	...	...	...	...	...	...	4	1½	...	—1½	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	54½	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	15	23½	39	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	40½	173½	See "State lines worked by companies"	...	...	...	...	...	...	...
...	...	...	...	...	...	...	19	65½	570	—1½	73½	...	...	...	...	...	27

(g) Superseded by the standard gauge line from Lala Músa to Bhera; 10 miles, Miani to Khewra, abandoned.

(h) Metre gauge line Hirók to Kólpur abandoned.

(i) These lines were amalgamated with the Eastern Bengal (state) railway on the 1st July 1884.

(k) See progress statement for 1890-91.

(l) Includes line from Necapatam to Trichinopoly (79½ miles) converted from standard to metre gauge in June and July 1875.

(m) Includes line from Trichinopoly to Erode (87½ miles) converted from standard to metre gauge in July and December 1879.

* Includes the Kaunia-Dharla (2' 6" gauge) branch.

Progress made in the opening of railways.

[illegible]

year by year from the commencement—contd.

1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
...	...	...	...	...	...	...	...	...	...	...	21	...	7½	...	40½	24½	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	...
...	...	...	...	...	...	...	...	...	...	...	21	...	7½	...	40½	53½	...
...	...	...	...	...	...	...	18½	...	45	...	59½	...	...	...	...	123½	73
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43½	...
...	...	...	...	...	105	87½	...	...	...	...	...	...	66½	70½	½	...	...
...	...	...	...	...	...	58	28	1	54	Transferred to "State lines worked by companies" on the 1st July 1886.							
...	...	...	...	...	105	145½	46½	1	99	...	59½	...	66½	70½	½	167½	73
...	...	...	...	...	...	...	...	...	...	...	41	10	...	...	...	...	...
...	...	...	...	7½	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	7½	...	...	...	...	...	...	41	10	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	7½	...	...	(a) ½	...	...	...
...	...	...	...	...	...	...	...	...	(b) 20½	...	...	1½	...	(c) 5½	...	...	...
...	...	...	...	...	...	...	...	...	20½	...	7½	1½	...	3½	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	30	(d) 20	...	...	...	...	½	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	8	...	...	...	...	...	...	...	...
...	...	...	...	...	30	20	...	...	8	...	¼	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	20½	17	3	...	...	...	...	...	...	...	...	13	...	...
...	...	...	...	20½	17	3	...	...	...	...	...	...	...	...	13	...	...
...	...	...	...	...	...	...	...	...	...	24	44	...	...	25½	...	...	...
...	...	...	...	...	...	...	...	...	...	24	44	...	...	25½	...	...	...

(a) See Appendix D, Part II, of Director General of Railways administration report for 1891-92.
(b) As corrected in 1885-86.
(c) Buraghop river siding temporarily closed.
(d) As corrected in 1882.

Abstract of mileages opened during

YEARS.	STANDARD GAUGE.						METRE GAUGE.				
	State lines worked by companies.	State lines worked by the State.	Lines worked by guaranteed companies.	Assisted companies.	Lines owned by native states and worked by companies.	Lines owned by native states and worked by state railway agency.	State lines worked by companies.	State lines worked by the State.	Lines worked by guaranteed companies.	Assisted companies.	Lines owned by native states and worked by companies.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1853	...	...	20½	...	...	...	...	...	...	...	...
1854	...	...	50½	...	...	...	...	...	...	...	...
1855	...	...	99	...	...	...	...	...	...	...	...
1856	...	...	102½	...	...	...	...	...	...	...	...
1857	...	...	15½	...	...	...	...	...	...	...	...
1858	...	...	140¼	...	...	...	...	...	...	...	...
1859	...	...	197½	...	...	...	...	...	...	...	...
1860	...	...	212½	...	...	...	...	...	...	...	...
1861	...	...	748½	...	...	...	...	...	...	...	...
1862	...	...	746	...	...	...	...	...	...	...	...
1863	...	...	146½	...	...	...	...	...	...	...	...
1864	...	...	451	...	...	...	...	...	...	...	...
1865	...	...	387¼	...	...	...	...	...	17½	...	...
1866	...	...	200	...	...	...	...	...	...	...	...
1867	...	...	367¼	...	...	...	...	...	...	...	...
1868	...	...	78	...	...	...	...	...	...	...	...
1869	...	...	248½	...	...	...	...	...	...	...	...
1870	...	...	508½	...	8	...	...	...	...	...	...
1871	...	...	296¼	...	6	...	...	...	...	...	...
1872	...	...	296	...	...	...	...	...	...	...	...
1873	22½	...	192¼	...	...	...	...	92¼	...	...	...
1874	...	18½	100½	...	121	...	...	237	...	...	...
1875	...	24½	—74½	...	...	...	...	242½	175¼	...	...
1876	...	5½	9	...	...	...	...	111½	192½	...	...
1877	3	...	4¾	...	...	...	...	327	125¼	...	...
1878	13	786	3	...	...	...	...	85½	12¾	...	...
1879	32½	57	—79	...	...	...	...	130¼	108	...	...
1880	12	220	...	...	...	...	...	270¾	13¼	...	...
1881	8¼	130	1¼	...	...	...	...	413¼	8	...	...
1882	14	58¼	19¾	20	...	...	...	74½	...	19	...
1883-84	104¼	43	27	93½	...	...	...	376	...	65½	...
1884-85	—32½	...	47	34	60	...	187¼	170½	...	570	...
1885-86	5½	51¾	85½	...	...	...	101¼	107¾	...	—1½	...
1886-87	46¾	322¾	—25¼	...	87	...	337¾	2½	...	73¼	21
1887-88	95	326¼	13¾	...	69	...	389¼	89¼	...	...	...
1888-89	580¼	—3½	...	...	55	...	—68	236	...	...	7¼
1889-90	373¼	10½	...	...	...	108	207¾	66½	...	...	...
1890-91	330¼	17½	...	162	13¼	...	285¾	16¼	...	...	40½
1891-92	...	—25	...	...	...	...	333½	59	...	...	53¾
1892-93	149¼	61	...	...	...	...	44	135½	...	27	...

each year from the commencement—concl'd.

SPECIAL GAUGES.							SUMMARY.				YEARS.
Lines owned and worked by native states.	Foreign lines.	State lines worked by the State.	Lines worked by guaranteed companies.	Assisted companies.	Lines owned by native states and worked by companies.	Lines owned and worked by native states.	Standard gauge.	Metre gauge.	Special gauges.	TOTAL.	
Miles.	M es.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
...	...	...	...	...	...	...	20½	...	...	20½	1853
...	...	...	...	...	...	...	50½	...	...	50½	1854
...	...	...	...	...	...	...	99	...	...	99	1855
...	...	...	...	...	...	...	102¾	...	...	102¾	1856
...	...	...	...	...	...	...	15½	...	...	15½	1857
...	...	...	...	...	...	...	140¼	...	...	140¼	1858
...	...	...	...	...	...	...	197¾	...	...	197¾	1859
...	...	...	...	...	...	...	212½	...	...	212½	1860
...	...	...	...	...	...	...	748¼	...	...	748¼	1861
...	...	...	...	...	...	...	746	...	...	746	1862
...	...	...	27¼	...	...	...	146½	...	27¼	173¾	1863
...	...	...	...	...	...	...	451	...	...	451	1864
...	...	...	...	...	...	...	387¼	17½	...	404½	1865
...	...	...	...	...	...	...	200	...	...	200	1866
...	...	...	...	...	...	...	367¼	...	...	367¼	1867
...	...	...	...	...	...	...	78	...	...	78	1868
...	...	...	...	...	...	...	248½	...	...	248½	1869
...	...	...	...	...	...	...	516¼	...	...	516¼	1870
...	...	...	...	...	...	...	302¼	...	...	302¼	1871
...	...	...	...	...	...	...	296	...	...	296	1872
...	...	...	...	...	20	...	215½	92¼	20	327½	1873
...	...	...	...	...	...	...	240¼	237	...	477¼	1874
...	...	...	...	...	...	...	50	417½	...	367¾	1875
...	...	...	...	...	...	...	14½	304½	...	319	1876
...	...	...	...	...	...	...	7¾	452¼	...	460	1877
...	...	...	...	...	...	...	802	98½	...	900¼	1878
...	7½	...	...	...	20¼	...	10½	246	20¼	276¾	1879
105	...	...	...	30	17	...	232	389½	47	668½	1880
145½	...	...	...	20	3	...	139½	566¾	23	729¼	1881
46½	...	...	...	...	...	...	112	140	...	252	1882
1	...	...	...	...	...	...	267¾	442½	...	710¼	1883-84
99	...	29¼	...	8	...	...	108¾	1,026¾	37½	1,172½	1884-85
...	...	...	...	...	...	24	142¾	207½	24	374¼	1885-86
59¾	41	7½	...	¼	...	44	431½	535¼	51½	1,018¼	1886-87
...	10	1¼	...	...	...	...	504	483½	1¼	989¼	1887-88
66¾	...	...	...	...	...	...	632	242	...	874	1888-89
70¼	...	1¾	...	...	...	25¼	491¾	344¼	23½	859¼	1889-90
½	...	...	...	...	13	...	522¾	343	13	878¾	1890-91
167¼	...	...	...	...	...	...	25	613½	...	588½	1891-92
73	...	...	...	...	...	...	210¼	279½	...	489¾	1892-93

Length of railways open for public traffic at the

Serial No.	RAILWAY.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	STANDARD GAUGE.													
	State lines worked by companies.													
I	EAST INDIAN	This	was a	guaranteed	line up to	the	31st December	1879						1,504½
	DILDÁRNAGAR-GHÁZIPUR	...	...	...	...	...	...	...	...	...	...	...	...	12
	PATNA-GYA	Transferred	from	"State lines worked by the State"						...	...	...	...	...
	NORTHERN BENGAL	...	...	...	...	...	...	...	...	...	...	13	13	13
	TIRHOOT	...	...	...	...	...	...	...	...	...	3	3	3	3
II	BENGAL-NÁGPUR	See	"State lines worked by the State"				(late Nágpur-Chhattisgarh metre gauge state railway)							
III	INDIAN MIDLAND	...	...	...	...	...	...	...	...	...	...	...	...	...
	SINDIA	...	...	...	...	...	...	...	...	...	...	...	66½	66½
	PÁTRI	...	...	...	...	...	22½	22½	22½	22½	22½	22½	22½	22½
IV	BHOPAL-ITÁRSI (BRITISH SECTION)	...	...	...	...	...	...	...	...	...	...	...	...	...
V	GODHRA-RUTLAM	...	...	...	...	...	...	...	...	...	...	...	...	...
VI	WARDHA COAL	...	...	...	...	...	...	...	...	...	...	...	...	...
VII	DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...	...	...	...
	AMRITSAR-PATHÁNKOT	...	...	...	...	...	...	...	...	...	...	...	...	...
	RUPAR-NÁLAGARH (†)	...	...	...	...	...	...	...	...	...	...	...	...	...
VIII	BEZVÁDA EXTENSION (INCLUDING THE BEZVÁDA-GODAVERI SECTION OF THE EAST COAST RAILWAY.)	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	22½	22½	22½	22½	25½	38½	105	1,621½
	State lines worked by the State.													
	PATNA-GYA	...	...	...	...	...	...	...	...	...	...	...	57	57
	KATNI-UMARIA	...	...	...	...	...	...	...	...	...	...	...	...	...
	SINDIA	...	...	...	...	...	...	...	...	...	...	34	Working	
	WARDHA COAL	...	...	...	...	...	...	(l) 18½	(l) 41	(l) 40½	46½	46½	46½	46½
	DHOND-MANMÁD	...	...	...	...	...	...	...	...	...	...	145½	145½	145½
IX	NORTH WESTERN (STATE)	...	...	...	...	...	...	...	...	...	...	...	...	...
	INDUS VALLEY	...	...	...	...	...	...	...	...	...	...	501	501	501
	PUNJAB NORTHERN	Transferred	from	metre gauge			...	...	...	...	...	103½	103½	171
	SIND-PISHIN	...	...	...	...	...	...	...	...	...	...	...	...	152
	AMRITSAR-PATHÁNKOT	Transferred	from	"State lines worked by companies"			...	...	...	...	...	...	...	...
X	HYDERABAD-UMARKOT	...	...	...	...	...	...	...	...	...	...	...	...	...
	JAMMU AND KASHMIR (BRITISH SECTION).	...	...	...	...	...	...	...	...	...	...	...	...	...
XI	ODDH AND ROHILKHAND	Transferred	from	"Lines worked by guaranteed companies"			...	...	...	...	...	...	...	...
XII	EASTERN BENGAL (STATE)	Transferred	from	"Lines worked by guaranteed companies"			...	...	...	...	...	...	...	...
	CALCUTTA AND SOUTH-EASTERN	28	28	28	28	28	28	28	28	28	28	28	28	28
XIII	BENGAL CENTRAL	Transferred	from	"Assisted companies"			...	...	...	...	...	...	...	...
XIV	CALCUTTA PORT COMMISSIONERS'	...	...	...	...	...	...	...	1½	1½	1½	3½	3½	4
	TOTAL	23	23	23	23	23	23	46½	70½	76½	76½	86½	83½	1,105½

N.B.—The figures in this statement have been revised and corrected up to December 1881 from the statement of railways constructed and in They include differences due to minor

end of each year from the commencement.

1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	Serial No.	REMARKS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.		
1,504½	(a) 1,506½	1,509	1,509	1,514½	1,519½	(b) 1,513½	(c) 1,525½	1,525½	1,525½	1,525½	(d) 1,613½	I	(a) Correction of mileage. (b) Beuares branch transferred to the Oudh and Rohilkhand railway. (c) Includes the Dildarnagar-Ghazi-pur railway. (d) Includes the late Nalhāti state railway and the Patna-Gya state railway incorporated on the 1st April and the 1st July 1892, respectively.
12	12	12	12	12	12	12	Incorporated with the East Indian railway on the 1st January 1889.						
...	...	57	57	(a) 57½	57½	57½	57½	57½	57½	57½	(e)		(e) Incorporated with the East Indian railway on the 1st July 1892.
13	13	(a) 17½	Incorporated with the Eastern Bengal (state) railway on the 1st July 1884.										
3	3	Closed	owing to the change of terminus from opposite Park to opposite Mokameh.				(a) 291½	(a) 501½	(a) 831½	831½	861½	II	(f) Includes the late Nāgpur-Chhattisgarh state railway and the Katni-Umaria branch (37 miles) taken over on the 1st April 1888.
...	...	...	...	...	42	(a) 136½	(g) 514½	(a) 677½	677½	677½	677½	III	(g) Includes the Sindia state railway taken over on the 1st March 1889.
74½	74½	74½	74½	74½	74½	74½	Incorporated with the land railway on the 1st March 1889.		Indian March 1889.	Mid-1889.			
22½	22½	22½	22½	22½	22½	22½	Now included with the Bombay, Baroda and Central railway.						
...	11½	11½	13	13	13	13	13	13	13	13	13	IV	
...	...	...	...	...	...	...	...	...	...	...	25	V	
...	...	...	...	...	...	...	...	...	(h) 45	45	45	VI	(h) Excludes 1½ miles at Warora retained by the colliery as a siding on the transfer of this railway to the Great Indian Peninsula Railway Company.
145½	145½	145½	145½	145½	(a) 145½	145½	145½	145½	145½	145½	145½	VII	
...	...	51	65	Transferred to "State lines worked by the State" on the 1st January 1886.	...	...	...	...	...	...	...		
...	...	48	...	...	...	...	...	...	...	...	...		
...	...	...	...	...	...	...	21½	21½	21½	21½	(k) 112½	VIII	(i) The section from Rupar to Nālagarh (16 miles) was closed for passenger traffic in July 1883. The whole line was closed for traffic in July 1884. (k) Includes portion of the East Coast railway opened for traffic on the 20th February 1893.
1,775½	1,789	1,949½	1,899	1,839½	1,886½	1,974½	2,569	2,941½	3,316½	3,316½	3,493½		
57	57	Transferred to "State lines worked by companies" on the 1st January 1883.											
...	...	...	...	...	37	37	Taken over by the Bengal-Nāgpur Railway Company on the 1st April 1888.						
made over to the East Indian railway on the 16th December 1879.							...	...	...	...	...		(l) For coal traffic only; line to mile 45 opened for public traffic in 1887.
46½	46½	46½	46½	46½	46½	46½	46½	46½	(m)	(m)	(m)		(m) Transferred to "State lines worked by companies" on the 1st January 1891.
Working made over to the Great Indian Peninsula railway on the 1st January 1881.													
...	...	...	...	1,765	2,048½	2,374½	(n) 2,371	(a) 2,368	2,368½	(o) 2,358½	(p) 2,427½	IX	(n) Excludes metre gauge line, 10 miles, Hirok to Kōtal, see under metre gauge.
501	501	501	501										
301	(a) 352½	(a) 374½	374½	Amalgamated with the North Western (state) railway on the 1st January 1886.									(o) Includes Jammu and Kashmir (British section) and lines used for military traffic, but excludes portion of the old Quetta loop, 90½ mile, now under reconstruction.
152	152	152	152										(p) Includes the Amritsar-Pathānkot railway and 2 miles of military line not used for public traffic.
...	...	...	...	65	65	(a) 64½	64½	64½	64½	(a) 66½	(q)		(q) Incorporated with the North Western (state) railway on the 1st April 1892.
...	...	...	...	...	...	...	...	...	...	...	59	X	
...	...	...	...	...	...	...	...	8½	8½	(r)	...		
...	...	...	...	...	...	...	(a) 692½	692½	692½	692½	692½	XI	
...	...	...	(s) 233½	234½	234½	234½	234½	234½	(a) 249	(a) 215½	243½	XII	(r) Amalgamated with the North Western (state) railway.
28	43	55½	Incorporated with the Eastern Bengal (state) railway on the 1st July 1884.										
...	...	...	...	...	125½	125½	(a) 125	125	125	125	125	XIII	(s) Includes 17½ miles of the Northern Bengal, standard gauge, line taken over on the 1st July 1884.
4	4	4	4	4	6½	6½	6½	6½	6½	6½	6½	XIV	
1,089½	1,155	1,193½	1,311½	2,115½	2,560½	2,889½	3,540½	3,546½	3,514½	3,497	3,558½		

progress published in 1892. The figures for subsequent years have been corrected from the annual progress statements since published. corrections of mileage.

Length of railways open for public traffic at the

Serial No.	RAILWAY.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
	STANDARD GAUGE —concl'd.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Lines worked by guaranteed compa- nies.																		
	EAST INDIAN . . .	...	37½	120½	120½	120½	139½	286½	370½	560½	877½	933	1,104	1,127½	1,127½	1,253	1,353	1,353	1,353
	EASTERN BENGAL . .	...	...	...	...	...	...	...	...	...	108	108	112	112	112	112	112	112	112
	CALCUTTA AND SOUTH EASTERN.	...	...	...	...	...	...	...	...	...	15	28	28	28	28	28	Purchased by the		
	OUDH AND ROHILKHAND	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	42	42	42
	SIND, PUNJAB AND DELHI.	...	...	...	...	...	...	...	...	109½	141½	141½	141½	349½	349½	403½	403½	621½	663½
XVIII	GREAT INDIAN PENIN- SULA.	20½	33½	49½	87½	87½	193½	244½	297	437½	495	555½	587½	704	825½	854½	875½	875½	1,260½
XIX	BOMBAY, BARODA AND CENTRAL INDIA.	...	...	...	...	...	...	...	35	134	167½	185	305½	305½	305½	305½	306½	307½	312½
XX	MADRAS . . .	...	...	...	65	80½	95½	95½	136½	296½	446½	446½	569½	609	643½	643½	675½	705½	781½
	SOUTH INDIAN . . .	...	...	...	...	...	...	...	...	48½	81½	81	81½	81½	126½	143	166½	166½	166½
	TOTAL . . .	20½	71	170	272½	288½	428½	626½	838½	1,587	2,333	2,479½	2,930½	3,317½	3,517½	3,885	3,935	4,183½	4,691½
	Assisted companies.																		
XXI	DELHI-UMBALLA-KALKA	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXII	TARKESSUR . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	BENGAL CENTRAL . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.																		
XXIII	KHAMGAON . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
XXIV	AMRÁOTI . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXVI	THE NIZAM'S GUARAN- TEED STATE.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXVII	THE GAEKWAR'S PETLÁD RÁJPURA-PATÁLA . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
	Lines owned by native states and worked by state rail- way agency.																		
XXIX	RÁJPURA-BHÁTINDA .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
XXX	JAMMU AND KASHMIR (NATIVE STATE SEC- TION).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	THE NIZAM'S GUARAN- TEED STATE.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL STANDARD GAUGE*	2 0	71	170	272½	288½	428½	626½	838½	1,587	2,333	2,479½	2,930½	3,317½	3,517½	3,885	3,935	4,211½	4,727½

(a) Kooshtea branch reduced from 4 miles to 3½ miles owing to part of it having become a siding since the construction of the Kooshtea loop line.
(b) Correction of mileage.
(c) Includes the Benares branch taken over from the East Indian railway on the opening of the Dufferin bridge on the 1st October 1887.
(d) Includes the Pátri branch now treated as part of the Bombay, Baroda and Central India railway.
* The figures in this line give the total of all railways up to 1862 inclusive.

(e) The Bellary branch (Guntakal to Bellary) having been purchased by the Southern Mahratta Railway Company was handed over to that company on the 1st February 1837.

(f) Excludes 3½ miles which were formerly counted twice over.

(g) Excludes Trimulgherry troop siding.

Length of railways open for public traffic at the

Serial No.	RAILWAY.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	METRE GAUGE.												
	State lines worked by companies.												
	BENGAL-NÁGPUR	Transferred from "State lines worked by the State" (late Nágpur-Chhattisgarh state railway).											
XXXIII	BENGAL AND NORTH-WESTERN—												
	TIRHOOT SECTION	Transferred from "State lines worked by the State" on the 1st July 1883											
	COMPANY'S SECTION	...	...	...	...	...	...	...	...	...	...	...	...
XXXIV	ROHILKUND AND KUMAON (LUCKNOW-BAREILLY SECTION).	...	...	...	...	...	...	...	...	...	...	...	...
	BAREILLY-POLBHIT	...	...	...	...	...	...	...	...	...	...	...	...
	LUCKNOW-SITAPUR-SERAMAU .	...	...	...	...	...	...	...	...	...	...	...	...
XXXV	RAJPUTANA-MALWA	Leased to the Bombay, Baroda and Central India Railway Company from the 1st January 1885											
XXXVI	SOUTHERN MAHRATTA	Transferred from "Assisted companies."											
XXXVII	GUNTAKAL-MYSORE FRONTIER .	...	...	...	...	...	...	...	...	...	...	...	...
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION).	Transferred from "Lines owned and worked by native states"											
XXXIX	SOUTH INDIAN	Purchased from the late South Indian Guaranteed Railway Company on the 1st January 1891											
	CUDDAPAH NELLORE	...	...	...	...	...	...	...	...	...	...	...	...
	VILLUPURAM-GUNTAKAL . . .	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
	State lines worked by the State.												
	NÁGPUR-CHHATTISGARH . . .	...	...	...	...	...	...	...	...	...	...	...	...
	TIRHOOT	...	...	...	...	...	...	...	...	...	...	...	(h) 53
	RAJPUTANA-MALWA	...	...	...	...	...	...	...	...	...	...	92½	329½
	PUNJAB NORTHERN	...	...	...	...	...	...	...	...	...	...	...	...
	NORTH WESTERN (STATE) . .	...	...	...	...	...	...	...	...	...	...	...	...
	CAWNPORE-FURUKHABAD . .	...	...	...	...	...	...	...	...	...	...	...	...
	CAWNPORE-ACHNERA	...	...	...	...	...	...	...	...	...	...	...	...
	HÁTHRAS-MUTTRA-ACHNERA .	...	...	...	...	...	...	...	...	...	...	...	...
	NORTHERN BENGAL	...	...	...	...	...	...	...	...	...	...	...	...
XLIII	EASTERN BENGAL (STATE)—NORTHERN AND BEHAR SECTIONS (INCLUDING THE KAUNIA-DHARLA, 2' 6" GAUGE, BRANCH).	...	...	...	...	...	...	...	...	...	...	...	...
	DACCA	...	...	...	...	...	...	...	...	...	...	...	...
XLIV	BURMA (STATE)	...	...	...	...	...	...	...	...	...	...	...	...
	TOUNGGOO-MANDALAY	...	...	...	...	...	...	...	...	...	...	...	...
	MU VALLEY	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	92½	329½
	Line worked by guaranteed company.												
	SOUTH INDIAN	...	...	17½	17½	17½	17½	17½	17½	17½	17½	17½	17½
	TOTAL	...	...	17½	17½	17½	17½	17½	17½	17½	17½	17½	17½

(a) Late Nágpur-Chhattisgarh state railway, taken over by the Bengal-Nágpur Railway Company on the 9th May 1887.
(b) Included with the Rohilkund and Kumaon railway (Lucknow-Bareilly section) from the 1st January 1891.
(c) Correction of mileage.
(d) Includes the Cawnpore-Achnera railway system from the 1st October 1886.
(e) Includes the Bellary branch of the Madras railway which was purchased by the Southern Mahratta Railway Company on the 1st February 1887, and converted from standard to metre gauge on the 16th May 1887.
(f) Includes the Bellary-Kistna state railway (85½ miles) which was taken over by the Southern Mahratta Railway Company on the 1st January 1888.
(g) Incorporated with the South Indian railway.

end of each year from the commencement—contd.

1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
...	...	...	...	...	...	...	...	...	...	...	...	(a) 149	Converted to standard gauge on the 27th November 1888.	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	329½	341½	341½
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	375½	414½	414½
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140½	198½	222½
...	...	...	...	...	...	...	...	...	36	36	36	36	36	36	(b)	(b)	(b)
...	...	...	...	...	...	...	...	...	...	...	55½	106	104½	104½	(b)	(b)	(b)
...	...	...	...	...	...	...	...	...	(c) 1,414	1,414	(d) 1,667½	1,667½	(c) 1,665	(c) 1,672½	(c) 1,672½	(c) 1,674	1,674
...	...	...	...	...	...	...	...	...	...	315½	(e) 597½	(f) 853	854½	(c) 977½	(c) 1,043½	1,043½	1,043½
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	63
...	...	...	...	...	...	...	...	...	...	...	(c) 139½	139½	219½	296½	(c) 295½	(c) 311½	331½
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	900½	(c) 1,105½	1,042½
...	...	...	...	...	...	...	...	...	...	...	...	82½	See Villupuram-Guntakal.	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	82½	82½	(g)	(g)	(g)
...	...	...	...	...	...	...	...	...	1,450	1,765½	2,496½	3,034½	2,962½	3,169½	4,755½	5,089	5,132½
...	...	...	...	...	53	98	149	149	149	149	149	Taken over by the Bengal-Nagpur Railway Company on the 9th May 1887. See above.	259½	273½	273½	(k)	(k)
43	43	75	82	82	82	82	82	(i) 193	227	(c) 225½	245½	Baroda and Central India Railway Company	...	...	...	...	...
437½	508½	508½	604½	723½	832½	1,117	1,116½	(c) 1,260½	Leased from the 1st January 1885.	71½	Transferred to the North Western (state) railway on the 1st January 1886.	10	10	10	Part converted to standard gauge and part abandoned.	...	...
(l) 62	(l) 103½	(l) 103½	...	...	53½	53½	62½	(c) 71½	...	...	...	...	...	...	...	...	...
...	...	...	...	...	49½	86	86	86	...	(c) 249	(c) 253½	Leased to the Bombay, Baroda and Central India Railway Company from the 1st October 1886, and amalgamated with the Rajputana-Malwa railway system.	...	...	...	...	...
29	29	29	29	29	29	53	52	52	...	...	...	...	...	...	...	...	...
...	...	134	219½	230½	230½	253½	267	(c) 271½	286	(c) 285½	285½	Amalgamated (state) railway with the Eastern-Bengal railway on the 1st April 1887.	356	(c) 355½	429½	443½	(c) 442½
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	478
...	...	...	...	...	...	...	...	...	10½	(c) 85½	(c) 86	86	86	86	86	86	86
...	...	161	161	161	167	167	167	260	260	333	333	333	333	333	336	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	(c) 222	(c) 222½	(n) 222½	558½	558½
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	59	159
571½	683½	1,010½	1,096	1,226½	1,497	1,910½	1,983	2,343½	1,253	1,350	1,109½	1,044½	1,279½	1,344½	1,087½	1,146½	1,281½
192½	385½	510½	523½	631½	645½	653½	653½	(c) 654½	654½	654½	654½	654½	654½	654½	(o)	(o)	(o)
192½	385½	510½	523½	631½	645½	653½	653½	654½	654½	654½	654½	654½	654½	654½	...	...	...

(h) Temporary line opened for famine relief purposes only during this year; but public traffic was carried on it from 1st November 1875. Not included in total.

(i) Alteration of route *via* Bajitpur.

(k) Working made over to the Bengal and North-Western railway on the 1st July 1890.

(l) Converted to standard gauge in 1878.

(m) Hirók to Kótál.

(n) See appendix D, administration report, Part II, of 1891-92.

(o) Purchased by the State on the 1st January 1891, see "State lines worked by companies."

Length of railways open for public traffic at the

Serial No.	RAILWAY.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.
	METRE GAUGE— <i>concl'd.</i>	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
	Assisted companies.												
	BENGAL AND NORTH-WESTERN	...	...	...	...	...	...	...	...	...	...	...	...
XLVI	DEOGHUR	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	ROHILKUND AND KUMAON (COMPANY'S SECTION).	...	...	...	...	...	...	...	...	...	...	...	...
XLVIII	BENGAL-DOOARS	...	...	...	...	...	...	...	...	...	...	...	...
XLIX	DIBRU-SADIYA	...	...	...	...	...	...	...	...	...	...	...	...
	SOUTHERN MAHRATTA	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned by native states and worked by companies.												
LI	THE GAEKWAR'S MEHSANA	...	...	...	...	...	...	...	...	...	...	...	...
LII	KOLHAPUR	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by native states.												
LIII	JODHPORE-BICKANEER—												
	JODHPORE SECTION	...	...	...	...	...	...	...	...	...	...	...	...
	BICKANEER SECTION	...	...	...	...	...	...	...	...	...	...	...	...
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR.	...	...	...	...	...	...	...	...	...	...	...	...
	MYSORE	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
	Foreign lines.												
LV	WEST OF INDIA PORTUGUESE	...	...	...	...	...	...	...	...	...	...	...	...
LVI	PONDICHERY	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL METRE GAUGE	...	...	17½	17½	17½	17½	17½	17½	17½	17½	109½	346½
	SPECIAL GAUGES.												
	State lines worked by the state.												
	NALHÁTI (4' 0")	Transferred	from	from	"Lines worked by guaranteed companies."						27½	27½	27½
	CHEEREA-COMPANYGANJ (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...
LVII	JORHÁT (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	27½	27½	27½
	Line worked by guaranteed company.												
	NALHÁTI (4' 0")	27½	27½	27½	27½	27½	27½	27½	27½	27½	Purchased by the		
LVIII	Assisted Companies.												
	DARJEELING-HIMALAYAN (2' 0")	...	...	...	...	...	...	...	...	...	...	...	...
	THATÓN-DUVINZÁIK (3' 6").	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	27½	27½	27½	27½	27½	27½	27½	27½	27½	...	...	...
	Line owned by native state and worked by company.												
LIX	THE GAEKWAR'S DABHOI (2' 6")	...	...	...	...	...	...	...	...	...	...	20	20
	Line owned and worked by native state.												
LXI	MORVI (2' 6")	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL SPECIAL GAUGES	27	27½	27½	27½	27½	27½	27½	27	27½	27½	47½	47½
	Total of all railways*	2,506½	2,957½	3,362½	3,562½	3,929½	4,007½	4,256½	4,772½	5,074½	5,370½	5,698½	6,175½

(a) Excludes the Bhávnagar dock estates and the Junágarh quarry lines which have been constructed by, and are maintained at the expense of, the states themselves.

(b) Incorporated with the East Indian railway, with effect from the 1st April 1892.

* For previous totals, see page XXVI.

end of each year from the commencement—concl'd.

1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	1884-85.	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
...	...	...	...	...	...	...	...	...	303	303	376½	376½	376½	375½	Transferred to "State lines worked by companies."		4½
...	...	...	...	...	...	...	4	5½	5½	4	4½	4½	4½	4½	...	...	4½
...	...	...	...	...	...	...	...	...	54½	54½	54½	54½	54½	54½	54½	54½	54
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	27
...	...	...	...	...	...	...	15	38½	77½	77½	77½	77½	77½	77½	77½	77½	77½
...	...	...	...	...	...	...	...	40½	214	See "State lines worked by companies."						...	...
...	...	...	...	...	...	...	19	84½	654½	439	513	513	513	512½	136½	136½	163½
...	...	...	...	...	...	...	...	...	...	...	21	20½	27½	27½	68	92½	92
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	29	29
...	...	...	...	...	...	...	...	...	...	...	21	20½	27½	27½	68	121½	121½
...	...	...	...	...	...	...	18½	18½	64	64	123½	123½	123½	123½	123½	247½	320½
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	43½	43½
...	...	...	...	...	105	192½	192½	193	193	193½	193½	193½	259½	330	330½	329½	329½
...	...	...	...	...	...	58	86	87	140	140	Made over to the Southern Mahratta Railway Com-				...	...	...
...	...	...	...	...	105	250½	297	298½	397	397½	317	317	383½	453½	454	620½	692½
...	...	...	...	...	...	...	...	...	...	...	41	51	51	51	51	51	51
...	...	...	...	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½	7½
...	...	...	...	7½	7½	7½	7½	7½	7½	7½	48½	58½	58½	58½	58½	58½	58½
764½	1,069	1,521½	1,619½	1,865½	2,255	2,821½	2,960	3,359	4,416	4,613½	5,160½	5,642½	5,879½	6,221½	6,563½	7,172½	7,451½
27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	(b)
...	...	...	...	...	...	...	...	...	...	...	7½	7½	7½	8	8	8	(c)
...	...	...	...	...	...	...	...	...	29½	29½	29	30½	30½	28½	28½	28½	28½
27½	27½	27½	27½	27½	27½	27½	27½	27½	56½	56½	63½	65½	65½	63½	63½	63½	28½
State on the 31st March 1872, and transferred to "State lines worked by the State."																	
...	...	...	...	...	30	50	50	50	51	51	51	51	51	51	51	51	51
...	...	...	...	...	...	...	...	...	8	8	8	8	8	8	8	8	(c)
...	...	...	...	...	30	50	50	50	59	59	59	59	59	59	59	59	51
20	20	20	20	40½	57½	60½	60½	58½	58½	58½	58½	58½	58½	58½	71½	71½	71½
...	...	...	...	...	...	...	...	...	...	24	68	68	68	92½	93½	93½	94
47½	47½	47½	47½	67½	111½	137½	137½	136	174½	198½	249½	251½	251½	274½	288½	288½	245
6,543½	6,862½	7,322½	8,222½	8,499	9,167½	9,896½	10,154½	10,838½	12,012½	12,375	13,400½	14,384	15,251½	16,104½	16,978½	17,570½	18,042

(c) Now included with steam tramways.

(d) The difference as compared with the last report is due to the inclusion of the Calcutta Port Commissioners' railway previously omitted, and to minor corrections of mileage.

Statement showing the total approximate earnings from the 1st January to the 31st March 1893 as compared with the actuals of the corresponding periods of 1891 and 1892.

Serial No.	RAILWAY.	1st January to 31st March 1891.	1st January to 31st March 1892.	1st January to 31st March 1893.	REMARKS.
	STANDARD GAUGE.	Rs.	Rs.	Rs.	
	State lines worked by companies.				
I	EAST INDIAN	1,28,31,483	1,23,40,346	} (a) 1,31,54,290	(a) Includes the Nalbáti railway.
	PATNA-GYA	1,81,822	1,58,342		
II	BENGAL-NÁGPUR	10,57,109	20,86,091	20,71,602	
III	INDIAN MIDLAND	11,53,454	13,21,380	12,86,802	
VIII	BEZVÁDA EXTENSION (b)	20,225	26,816	56,257	(b) Includes the Bezváda-Godavari section of the East Coast railway.
	TOTAL	1,52,44,093	1,64,32,975	1,65,68,951	
	State lines worked by the State.				
IX	NORTH WESTERN (STATE) (c)	73,71,841	79,22,699	74,15,534	(c) Includes the Amritsar-Patnákot and Jammu and Kashmir railways.
X	HYDERABAD-UMARKOT	..	...	33,228	
XI	ODDH AND ROHILKHAND (STATE)	21,73,493	24,18,483	23,27,044	
XII	EASTERN BENGAL (STATE) (d)	35,43,662	23,51,463	26,03,000	(d) Includes the metre and special gauge sections.
XIII	BENGAL CENTRAL	2,43,129	1,92,566	2,03,737	
XIV	CALCUTTA PORT COMMISSIONERS'	Returns not received	received	...	
	TOTAL	1,33,32,125	1,28,85,211	1,25,82,543	
	Lines worked by guaranteed companies.				
XVIII	GREAT INDIAN PENINSULA (e)	1,33,53,654	1,24,48,831	1,15,65,769	(e) Includes the Wardha Coal, Dhond-Mannád, Khámgaon, and Amráoti railways.
XIX	BOMBAY, BARODA AND CENTRAL INDIA	38,14,454	38,15,689	40,62,772	
XX	MADRAS	22,93,936	24,01,813	20,48,251	
	TOTAL	1,94,67,044	1,86,69,333	1,82,76,792	
	Assisted companies.				
XXI	DELHI-UMBALLA-KALKA	95,319	2,75,164	2,78,377	
XXII	TARKESSUR.	92,603	82,897	77,898	
	TOTAL	1,87,922	3,58,061	3,56,275	
	Lines owned by native states and worked by companies.				
XXV	BHOPAL-ITÁRSI (NATIVE STATE SECTION) (f)	1,20,451	1,67,626	1,56,647	(f) Includes the Bhopal-Itársi (British section).
XXVI	THE NIZAM'S GUARANTEED STATE	6,69,804	7,36,430	7,46,382	
XXVII	THE GAEKWAR'S PETLÁD	12,000	14,325	17,998	
	TOTAL	8,02,255	9,18,387	9,21,027	
	Line owned by native state and worked by state railway agency.				
XXIX	RÁJPURÁ-BHÁTINDA	2,04,901	1,90,380	1,52,935	
	TOTAL STANDARD GAUGE	4,92,33,340	4,94,54,347	4,88,58,523	

Statement showing the total approximate earnings from the 1st January to the 31st March 1893 as compared with the actuals of the corresponding periods of 1891 and 1892—concl'd.

Serial No.	RAILWAY.	1st January to 31st March 1891.	1st January to 31st March 1892.	1st January to 31st March 1893.	REMARKS.
	METRE GAUGE.				
	State lines worked by companies.	Rs.	Rs.	Rs.	
XXXIII	BENGAL AND NORTH-WESTERN—				
	TIRHOOT SECTION	13,62,509	12,85,624	15,54,829	
	COMPANY'S SECTION				
XXXIV	ROHILKUND AND KUMAON (LUCKNOW- BAREILLY SECTION).	1,16,583	1,96,760	2,09,588	
XXXV	RAJPUTANA-MALWA	60,45,587	63,39,431	64,48,052	
XXXVI	SOUTHERN MAHRATTA	12,14,295	11,08,693	14,15,249	
XXXVII	GUNTAKAL-MYSORE FRONTIER	...	...	26,324	
XXXVIII	SOUTHERN MAHRATTA (MYSORE SECTION).	2,97,865	3,16,897	4,43,776	
XXXIX	SOUTH INDIAN	16,05,625	18,14,472	20,11,363	
	TOTAL	1,06,42,464	1,10,56,877	1,21,09,181	
	State lines worked by the State.				
XLIV	BURMA (STATE)	19,17,673	23,62,358	24,78,974	
	Assisted companies.				
XLVI	DEOGHUR	Returns not	received.		
XLVII	ROHILKUND AND KUMAON (COMPANY'S SEC- TION).	82,539	95,506	74,320	
XLVIII	BENGAL-DOOARS	Returns not	received.		
XLIX	DIBRU-SADIYA	1,18,363	1,37,657	1,19,204	
	TOTAL	2,00,902	2,33,163	1,93,524	
	Lines owned by native states and worked by companies.				
LI	THE GAEKWAR'S MEHSANA	40,357	67,152	94,092	
LII	KOLHAPUR	...	21,408	31,794	
	TOTAL	40,357	88,560	1,25,886	
	Lines owned and worked by native states.				
LIII	JODHPORE-BICKANEER—				
	JODHPORE SECTION	1,13,279	3,21,087	2,21,317	
	BICKANEER SECTION	...	21,947	17,929	
LIV	BHÁVNAGAR-GONDAL-JUNÁGARH-PORBANDAR	4,19,451	3,78,879	5,75,502	
	TOTAL	5,32,730	7,21,913	8,14,748	
	Foreign lines.				
LV	WEST OF INDIA PORTUGUESE	Returns not	received.		
LVI	PONDICHERRY				
	TOTAL METRE GAUGE	1,33,34,126	1,44,62,871	1,57,22,313	
	SPECIAL GAUGES.				
	State lines worked by the State.				
	NALHÁTI (4' 0")	27,214	24,917	(a)	(a) Included with the East Indian railway.
	CHEERBA-COMPANYGANJ (2' 6")	5,331	5,271	(b)	(b) Now treated as a steam tram- way.
LVII	JORHÁT (2' 0")	13,833	12,853	13,296	
	TOTAL	46,383	43,041	13,296	
	Assisted company.				
LVIII	DARJEELING-HIMALAYAN (2' 0")	Returns not	received.		
	Line owned by native state and worked by company.				
LIX	THE GAEKWAR'S DABHOI (2' 6")	51,775	57,744	72,606	
	Line owned and worked by native state.				
LXI	MORVI (2' 6")	72,371	71,750	79,882	
	TOTAL SPECIAL GAUGES	1,70,520	1,72,535	1,65,784	
	Total of all railways	6,27,42,995	6,40,89,753	6,47,46,620	

Statement showing the quantities of the principal commodities carried and the receipts therefrom

Classification No.	DESCRIPTION OF COMMODITY.	STANDARD							
		STATE LINES WORKED							
		I.—East Indian.				II.—Bengal-Nágpur.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	1,696,164	1,786,163	77,42,592	69,54,208	361,964	400,140	2,79,845	3,33,879
II	Cotton, raw	25,855	27,552	5,31,736	4,91,729	1,867	3,713	27,696	80,417
III	Cotton, twist and yarn	12,399	12,927	2,41,941	2,41,919	5,137	5,868	46,022	56,452
IV	Cotton piece-goods	68,718	66,627	20,33,023	19,94,635	4,703	4,523	47,010	53,292
V	Drugs and chemicals	5,466	4,691	1,38,269	1,19,153	235	320	4,586	5,331
VI	Dyes and tans	19,559	20,338	3,34,056	3,17,914	5,911	9,837	43,615	75,821
VII	Grains	963,669	922,491	61,58,500	65,36,199	275,218	243,507	17,97,409	18,89,953
VIII	Hides and skins	22,457	21,032	3,60,910	3,97,594	1,418	2,865	12,092	23,306
IX	Horns	1,236	932	20,595	13,532	8	...	58	...
X	Jute	74,951	66,171	8,71,177	7,77,317	7,164	5,073	85,277	63,720
XI	Lac	21,773	15,520	2,85,380	2,22,238	7,922	5,417	42,781	23,457
XII	Leather, manufactured	1,951	2,102	61,422	64,575	11	...	68	...
XIII	Liquors	6,429	6,372	1,54,551	1,49,520	648	585	3,349	4,353
XIV	Metals	98,032	113,543	14,71,231	14,41,805	10,992	7,002	44,346	79,366
XIV(A)	Military stores	9,068	8,367	4,04,684	3,67,012	404	235	2,800	1,696
XV	Oils	45,700	52,644	6,37,993	6,75,625	3,507	8,443	39,044	1,35,633
XVI	Oilseeds	396,387	368,348	32,11,728	31,22,421	59,163	36,474	3,93,625	3,07,660
XVII	Opium	11,649	9,521	2,87,492	2,36,688	...	...	...	...
XVIII	Paper and paste-board	4,306	4,294	73,889	76,887	14	...	87	...
XIX	Provisions	72,376	72,276	12,46,015	11,52,555	4,418	4,561	33,325	38,493
XX	Railway plant and rolling-stock	...	...	...	...	7,172	25,220	29,221	1,27,522
XXI	Salt	232,614	220,699	12,55,967	12,32,878	35,852	36,148	2,10,161	2,19,536
XXII	Saltpetre	25,513	29,390	3,06,009	3,49,104	3	...	13	...
XXIII	Silk, raw	876	887	15,021	13,593	205	229	3,028	3,859
XXIV	Silk piece-goods	230	255	8,631	8,505	...	...	...	...
XXV	Spices	10,838	10,320	1,87,897	1,82,187	2,020	3,545	37,315	1,02,335
XXVI	Sugar	163,937	180,691	8,53,144	9,51,320	5,185	6,148	68,758	84,032
XXVII	Stone and lime	114,812	157,718	5,19,883	6,30,342	12,900	4,696	17,958	8,390
XXVIII	Tea	1,442	913	40,517	25,908	80	...	368	...
XIX	Timber	31,668	46,612	1,57,383	2,11,195	25,705	27,635	1,02,573	1,38,211
XXX	Tobacco	25,020	28,172	2,99,053	3,19,154	1,055	1,925	6,923	20,303
XXXI	Umbrellas	399	422	12,581	16,022	12	...	85	...
XXXII	Wool	2,429	2,753	73,161	76,639	...	...	...	...
XXXIII	All other articles of merchandise	220,329	197,685	18,75,386	19,63,786	28,147	14,889	1,89,007	1,37,435
	TOTAL	4,423,252	4,470,807	3,18,75,610	3,13,45,162	869,050	859,053	55,68,475	40,19,452

on the standard and metre gauge railways during the year 1892 as compared with the previous year.

GAUGE.												Classification No.
BY COMPANIES.				STATE LINES WORKED BY THE STATE.								
III.—Indian Midland. (a)				IX.—North Western (state). (b)				X.—Hyderabad-Umarkot.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
6,405	5,639	35,389	24,201	17,196	11,298	52,104	42,282	...	...	...	I	
11,086	11,810	1,46,903	1,29,940	21,591	17,726	3,16,775	2,55,721	357	...	1,339	II	
1,034	1,353	12,763	17,459	4,230	4,849	97,106	1,12,011	16	...	31	III	
9,498	10,799	1,76,198	2,04,861	31,541	29,909	8,34,770	7,59,778	334	...	887	IV	
610	446	9,059	7,580	15,641	15,733	2,14,779	2,19,758	60	...	186	V	
2,256	2,487	22,774	26,616	10,335	10,314	1,80,463	1,81,019	60	...	166	VI	
139,241	147,819	7,74,679	8,18,554	1,069,333	653,721	96,94,135	49,33,108	1,668	...	2,434	VII	
7,030	6,447	68,663	57,399	10,778	14,841	1,23,905	1,65,263	161	...	252	VIII	
				271	409	3,316	4,842	1	...	1	IX	
3,812	4,351	29,184	31,624	31,706	21,010	2,11,620	1,44,466	204	...	436	X	
...	...	...	...	...	290	...	4,077	6	...	12	XI	
278	378	5,770	7,275	2,655	1,528	52,390	31,632	6	...	22	XII	
1,585	1,658	18,216	20,937	11,558	11,532	2,02,128	1,98,545	25	...	51	XIII	
4,042	4,863	41,660	51,029	42,459	41,995	7,66,166	7,28,096	107	...	307	XIV	
1,132	1,373	17,890	23,164	32,105	25,478	4,76,018	5,55,337	80	...	95	XIV(A)	
2,208	2,597	19,234	25,060	17,428	17,831	3,05,386	3,09,433	32	...	69	XV	
49,253	53,001	3,64,204	3,62,463	68,853	66,728	5,26,157	4,77,263	1,250	...	1,393	XVI	
118	192	918	1,408	37	61	274	511	...	...	...	XVII	
1,284	1,195	13,605	14,276	...	1,315	...	21,148	5	...	13	XVIII	
9,387	10,372	1,06,625	1,14,430	52,320	67,778	7,12,166	8,24,994	820	...	2,338	XIX	
410	879	7,618	10,853	4,760	13,668	39,613	1,33,943	4	...	...	XX	
22,073	25,139	1,38,452	1,59,842	94,970	91,710	6,08,789	5,76,512	94	...	87	XXI	
...	...	...	...	1,194	1,500	12,643	25,550	2	...	2	XXII	
...	...	...	...	298	289	5,186	4,091	10	...	20	XXIII	
...	...	...	...	63	41	1,722	1,241	3	...	5	XXIV	
3,463	2,714	42,206	34,426	8,079	7,235	1,05,170	95,200	23	...	53	XXV	
23,609	32,233	2,33,021	3,39,551	147,947	145,849	14,34,945	15,16,820	287	...	584	XXVI	
22,404	26,608	40,441	45,703	381,974	215,173	6,63,616	3,92,467	43	...	90	XXVII	
79	74	1,941	1,859	3,021	2,903	60,740	59,053	...	...	...	XXVIII	
5,773	7,307	17,898	18,573	101,092	92,631	3,03,395	2,79,368	40	...	39	XXIX	
2,213	2,428	29,294	32,355	8,935	10,242	1,02,967	1,11,552	11	...	23	XXX	
...	...	...	...	...	44	...	613	...	...	...	XXXI	
...	...	...	...	16,415	15,073	5,66,209	4,91,011	54	...	184	XXXII	
7,487	7,953	1,01,543	1,00,935	101,167	82,852	12,13,577	10,25,925	869	...	1,517	XXXIII	
337,770	372,115	24,76,501	26,82,373	2,309,952	1,693,956	1,98,88,230	1,46,83,330	...	6,572	...	12,636	

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Jammu and Kashmir railway.

Statement showing the quantities of the principal commodities carried and the receipts therefrom on the

Classification No.	DESCRIPTION OF COMMODITY.	STANDARD							
		STATE LINES WORKED BY THE STATE—concl'd.							
		* XI.—Oudh and Rohilkhand (state).				XII.—Eastern Bengal (state).			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	46,382	18,048	2,70,374	67,948	107,743	153,781	1,50,445	1,18,216
II	Cotton, raw	6,483	5,914	66,265	55,539	3,178	4,545	7,500	14,864
III	Cotton, twist and yarn	5,336	6,368	44,750	51,613	...	...	...	...
IV	Cotton piece-goods	12,841	13,025	1,03,077	1,08,391	37,167	40,958	3,33,697	3,83,398
V	Drugs and chemicals	1,397	1,429	13,354	12,696	...	...	...	...
VI	Dyes and tans	6,266	5,559	43,868	46,561	...	...	...	...
VII	Grains	313,843	259,305	13,12,416	11,54,989	192,364	152,313	6,42,968	5,18,914
VIII	Hides and skins	7,618	7,260	54,621	57,865	13,702	11,467	65,721	55,331
IX	Horns	704	654	5,032	5,139	...	...	...	...
X	Jute	8,874	10,240	43,305	56,353	363,031	345,606	32,05,225	29,37,654
XI	Lac	228	350	1,392	1,785	...	...	...	...
XII	Leather, manufactured	473	542	4,520	5,856	...	...	...	...
XIII	Liquors	3,468	3,837	37,842	40,908	...	...	...	...
XIV	Metals	25,274	23,524	1,46,938	1,35,532	13,188	21,942	1,30,898	1,90,189
XIV(A)	Military stores	2,632	3,453	26,405	35,890	728	636	3,812	4,236
XV	Oils	10,097	10,347	65,428	71,250	24,504	52,104	1,04,667	1,34,813
XVI	Oilseeds	59,235	71,470	2,31,345	2,94,820	46,513	31,882	1,41,411	1,03,399
XVII	Opium	736	458	23,762	13,715	...	...	...	...
XVIII	Paper and paste-board	1,652	1,730	9,663	9,941	...	...	...	...
XIX	Provisions	9,374	8,322	71,275	76,515	24,503	24,828	1,04,570	1,04,635
XX	Railway plant and rolling-stock	15	1	47	42	...	...	...	...
XXI	Salt	77,788	81,113	3,25,024	3,35,838	58,255	53,848	2,70,570	2,49,810
XXII	Saltpetre	1,415	1,624	5,976	7,095	...	...	...	...
XXIII	Silk, raw	2	3	23	49	...	...	...	...
XXIV	Silk piece-goods	22	23	117	72	...	...	...	...
XXV	Spices	2,895	2,776	21,631	19,957	...	...	...	...
XXVI	Sugar	136,611	211,329	5,88,364	9,09,550	22,507	22,383	83,536	74,790
XXVII	Stone and lime	18,160	17,408	34,471	35,830	...	...	...	...
XXVIII	Tea	638	443	8,473	5,351	24,118	27,881	5,58,382	5,89,434
XXIX	Timber	20,584	17,561	68,018	63,175	3,106	6,470	16,870	33,998
XXX	Tobacco	6,920	6,394	28,783	31,588	20,423	22,864	2,16,552	2,43,561
XXXI	Umbrellas	40	56	466	599	...	...	...	...
XXXII	Wool	389	369	4,252	4,154	...	...	...	...
XXXIII	All other articles of merchandise	85,414	100,659	3,62,539	4,13,095	113,281	111,966	5,73,785	5,34,082
	TOTAL	873,806	891,634	40,25,876	41,34,701	1,068,611	1,085,474	66,10,609	62,91,324

standard and metre gauge railways during the year 1892 as compared with the previous year—contd.

GAUGE—contd.								LINES WORKED BY GUARANTEED COMPANIES.				Classification No.
XIII.—Bengal Central.				XIV.—Calcutta Port Commissioners.				XVIII.—Great Indian Peninsula. (a)				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
22,022	17,618	19,050	16,859	...	...	...	...	87,281	83,767	2,22,817	2,33,646		I
2	46	2	124	...	...	...	...	196,656	197,873	55,78,842	54,36,077	II
...	...	...	...	...	...	...	...	14,808	15,853	3,85,126	3,92,202	III
4,112	4,847	10,250	11,936	...	...	...	...	34,113	32,925	10,60,916	10,05,407	IV
...	...	...	...	...	...	...	...	12,577	9,730	1,57,293	1,31,034	V
...	...	...	...	...	...	...	...	29,021	35,353	4,26,560	5,06,383	VI
8,485	9,717	14,279	16,521	...	...	...	...	910,656	761,316	1,10,08,764	86,04,992	VII
494	417	1,226	1,019	...	...	...	...	10,371	11,923	2,52,660	2,75,362	VIII
...	...	...	...	...	...	...	...	16,135	10,503	78,949	76,735	IX
14,435	17,035	45,477	54,286	...	...	...	...	27,232	22,156	3,95,116	3,11,361	X
...	...	...	...	Information not furnished				496	197	6,062	3,166	XI
...	...	...	...	...	...	...	...	1,615	1,859	28,706	30,677	XII
...	...	...	...	...	...	...	...	8,349	8,585	1,35,985	1,41,561	XIII
809	1,470	1,751	3,051	...	...	...	...	42,044	42,917	6,85,365	7,10,603	XIV
163	231	199	243	...	...	...	...	9,253	10,006	2,46,576	2,30,959	XIV (A)
2,728	3,293	4,478	5,486	...	...	...	...	38,127	36,794	6,70,334	5,25,882	XV
8,377	3,418	13,820	5,049	...	...	...	...	380,589	344,738	51,84,208	42,89,519	XVI
...	...	...	...	...	...	...	...	1,896	2,660	1,03,217	1,44,466	XVII
...	...	...	...	...	...	...	...	3,865	3,687	1,03,799	98,498	XVIII
12,955	13,492	35,837	34,130	...	...	...	...	126,829	99,656	19,71,605	15,71,291	XIX
...	...	...	...	...	...	...	...	16,995	18,813	2,85,471	3,21,987	XX
3,985	3,722	5,531	5,134	...	...	...	...	135,433	134,189	16,95,490	16,72,412	XXI
...	...	...	...	...	...	...	...	...	...	...	...	XXII
...	...	...	...	...	...	...	...	32	13	1,289	524	XXIII
...	...	...	...	...	...	...	...	374	307	10,463	7,503	XXIV
...	...	...	...	...	...	...	...	22,130	24,174	4,05,439	3,97,194	XXV
7,914	8,628	18,250	20,067	...	...	...	...	64,872	61,119	9,74,453	7,93,027	XXVI
...	...	...	...	...	...	...	...	14,836	16,730	98,132	94,780	XXVII
...	...	...	...	...	...	...	...	175	174	5,184	4,980	XXVIII
...	18	...	80	...	...	...	...	96,717	101,686	4,77,219	5,19,820	XXIX
1,108	1,367	2,218	2,501	...	...	...	...	9,140	9,290	1,14,531	1,15,786	XXX
...	...	...	...	...	...	...	...	271	255	7,939	7,183	XXXI
...	...	...	...	...	...	...	...	1,558	1,587	37,782	35,623	XXXII
15,336	14,490	28,454	27,501	...	...	...	...	57,758	56,534	8,63,530	8,42,088	XXXIII
102,925	99,809	2,00,822	2,04,587	...	...	...	...	2,372,209	2,157,369	3,36,79,822	2,95,32,728	

(a) Includes the Wardha coal, the Dhond-Mánmád the Khámgaón, and the Amráoti railways.

Statement showing the quantities of the principal commodities carried and the receipts therefrom on the

Classification No.	DESCRIPTION OF COMMODITY.	STANDARD							
		LINES WORKED BY GUARANTEED COMPANIES—conold.							
		XIX.—Bombay, Baroda and Central India.				XX.—Madras.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	35,676	46,810	2,01,381	2,58,870	34,421	51,506	1,61,153	2,43,909
II	Cotton, raw	110,478	112,805	12,92,563	13,02,714	22,459	14,028	2,80,937	2,03,426
III	Cotton, twist and yarn	6,889	4,879	97,517	64,108	8,179	8,620	90,661	1,06,764
IV	Cotton piece-goods	21,248	20,949	4,63,164	4,57,961	7,012	7,800	1,01,959	1,21,139
V	Drugs and chemicals	2,931	2,953	41,128	42,416	2,204	2,089	23,927	25,518
VI	Dyes and tans	5,364	6,229	96,525	96,979	22,063	25,047	1,80,582	2,31,507
VII	Grains	318,598	244,403	20,71,980	15,07,219	287,148	229,618	14,15,899	13,20,407
VIII	Hides and skins	3,212	3,356	43,295	45,849	20,030	23,620	2,43,587	3,23,697
IX	Horns	...	...	...	...	237	231	2,248	2,417
X	Jute	6,627	7,956	57,504	75,285	7,265	5,821	64,386	51,055
XI	Lac	...	...	...	...	134	131	1,229	1,289
XII	Leather, manufactured	458	673	7,697	10,577	2,441	2,164	35,903	36,238
XIII	Liquors	2,752	3,299	33,696	38,814	6,933	8,835	65,911	81,124
XIV	Metals	31,919	29,354	4,07,047	3,83,341	15,410	13,693	1,51,254	1,55,823
XIV (A)	Military stores	648	880	21,753	30,383	1,610	2,064	82,683	92,977
XV	Oils	8,153	7,176	93,607	75,482	13,380	13,446	89,873	1,09,447
XVI	Oilseeds	62,467	111,117	5,42,609	9,39,668	49,397	38,936	1,85,740	1,94,775
XVII	Opium	287	431	9,811	15,503	...	...	...	...
XVIII	Paper and paste-board	...	...	...	...	303	312	5,035	5,312
XIX	Provisions	46,768	39,502	4,22,776	3,72,187	70,986	71,135	5,24,239	5,70,946
XX	Railway plant and rolling-stock	27,168	29,266	1,46,470	1,87,919	13,463	2,214	1,51,918	15,011
XXI	Salt	131,923	135,251	4,32,257	4,20,584	58,156	61,005	3,39,247	3,37,216
XXII	Saltpetre	1,201	1,101	10,584	9,813	179	141	1,641	1,191
XXIII	Silk, raw	472	453	13,885	13,049	62	102	1,223	1,946
XXIV	Silk piece-goods	...	...	...	...	135	114	2,217	2,091
XXV	Spices	7,946	8,401	1,09,952	1,13,120	3,672	2,786	32,987	27,919
XXVI	Sugar	41,017	39,948	4,71,290	4,06,077	28,701	29,620	1,86,778	2,12,683
XXVII	Stone and lime	29,334	28,573	75,677	80,678	26,748	18,799	58,737	61,202
XXVIII	Tea	855	832	13,468	13,055	334	355	8,293	8,927
XXIX	Timber	30,715	29,646	2,08,234	2,01,605	34,656	34,790	2,03,321	2,09,112
XXX	Tobacco	17,603	17,697	1,29,086	1,36,836	10,806	13,264	88,745	1,19,957
XXXI	Umbrellas	...	...	...	...	9	9	148	181
XXXII	Wool	5,116	5,240	1,19,791	1,15,761	573	676	6,309	7,595
XXXIII	All other articles of merchandise	232,673	254,173	11,36,620	12,07,700	106,009	116,365	5,22,625	5,86,084
	TOTAL	1,193,588	1,193,653	87,71,367	86,23,556	855,135	799,406	53,11,395	54,68,885

standard and metre gauge railways during the year 1892 as compared with the previous year—contd.

GAUGE—contd.												Classification No.
ASSISTED COMPANIES.								LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES.				
XXI.—Delhi-Umballa-Kalka.				XXII.—Tarkessur.				XXVI.—The Nizam's Guaranteed State. (a)				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
2,500	1,964	8,655	5,042	1,562	1,850	919	849	98,337	105,107	5,68,682	5,64,544	I
199	431	1,302	2,714	1	...	4	...	462	773	5,903	8,196	II
417	590	3,607	4,881	13	2	24	6	1,474	1,602	20,637	22,641	III
3,067	2,361	32,346	24,000	108	97	205	173	2,619	2,717	39,228	40,892	IV
385	330	3,972	3,421	40	40	70	77	577	489	5,896	5,319	V
296	316	2,577	2,396	4	3	4	3	2,819	2,196	25,515	18,147	VI
16,768	15,763	70,925	52,455	3,885	5,149	4,328	6,256	35,837	39,221	1,67,855	1,97,667	VII
204	512	1,422	3,103	40	11	42	14	2,154	2,456	17,680	21,407	VIII
29	36	181	324	3	2	3	4	916	943	4,595	4,551	IX
4,316	3,125	21,924	15,815	1,396	1,061	2,441	2,988	1,847	1,633	13,952	12,208	X
24	16	153	140	8	1	11	1	38	22	277	252	XI
232	420	2,850	4,976	...	...	1	...	101	80	1,316	940	XII
518	3,125	4,755	14,487	...	...	...	...	1,926	2,447	14,683	17,049	XIII
4,187	3,635	24,813	23,713	200	137	255	206	4,684	8,670	52,209	92,448	XIV
2,101	1,309	20,719	15,881	...	...	...	...	753	823	12,366	13,294	XIV (A)
834	1,064	4,104	6,634	498	455	605	551	2,545	2,680	24,127	25,003	XV
590	2,000	2,447	6,995	1,304	1,553	1,215	1,495	54,300	45,872	2,77,056	2,30,777	XVI
4	17	41	222	...	...	...	...	7	21	279	874	XVII
197	365	1,519	3,080	17	15	31	23	456	405	5,427	4,841	XVIII
2,202	3,896	15,684	22,391	4,394	3,068	3,935	3,480	9,093	8,184	1,06,933	81,756	XIX
...	...	...	...	...	...	...	...	...	175	...	2,535	XX
842	1,670	2,441	4,237	1,034	986	1,051	972	26,967	28,999	1,33,117	1,44,946	XXI
191	399	619	1,343	...	...	...	...	58	53	332	347	XXII
206	101	2,329	1,166	...	...	...	...	...	...	6	10	XXIII
5	4	62	59	...	...	...	...	8	10	173	180	XXIV
541	618	4,311	4,620	27	17	58	31	2,945	3,475	24,788	26,892	XXV
3,373	8,704	11,653	27,496	179	214	190	240	4,237	3,370	36,743	25,656	XXVI
3,571	8,732	11,872	16,650	632	378	340	193	6,278	8,071	28,481	30,269	XXVII
76	45	647	369	..	...	1	...	24	25	335	502	XXVIII
524	439	2,032	1,279	86	78	90	56	17,798	16,301	77,726	65,995	XXIX
792	1,641	5,198	12,802	89	53	134	101	1,379	1,157	21,291	16,841	XXX
18	34	168	351	...	...	...	...	23	24	298	335	XXXI
192	349	2,148	3,613	1	...	2	1	264	279	3,017	3,494	XXXII
10,481	11,486	81,620	1,06,178	4,133	4,535	4,146	5,646	5,617	8,733	51,117	62,496	XXXIII
69,822	75,497	3,49,096	3,92,813	19,654	20,305	20,105	23,375	286,573	297,018	17,42,040	17,43,304	

(a) Includes the Bezrâda extension.

Statement showing the quantities of the principal commodities carried and the receipts therefrom on the

Classifica- tion No.	DESCRIPTION OF COMMODITY.	. STANDARD GAUGE—concl'd.							
		LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES—concl'd.				LINE OWNED BY NATIVE STATE AND WORKED BY STATE RAILWAY AGENCY.			
		*XXVII.—The Gackwar's Petlād.				XXIX.—Rājputra-Bhātinda.			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	...	5	...	4	1,012	900	1,120	788
II	Cotton, raw	727	831	1,125	1,015	214	205	915	621
III	Cotton, twist and yarn	319	303	386	369	55	70	146	374
IV	Cotton piece-goods	338	409	460	547	490	480	2,111	1,965
V	Drugs and chemicals	116	65	106	62	366	339	1,413	1,427
VI	Dyes and tans	63	107	78	129	271	316	1,036	1,218
VII	Grains	1,050	1,233	694	781	97,835	41,691	2,75,242	1,03,186
VIII	Hides and skins	55	47	66	54	111	149	334	408
IX	Horns	...	...	...	...	...	2	...	10
X	Jute	91	114	89	116	1,753	1,456	6,800	5,823
XI	Lac	...	...	...	...	...	11	...	40
XII	Leather, manufactured	7	15	8	19	46	43	174	169
XIII	Liquors	55	42	83	65	372	298	1,435	1,152
XIV	Metals	136	273	156	245	1,772	1,397	4,147	3,483
XIV(A)	Military stores	...	...	...	...	1,175	1,411	16,048	18,568
XV	Oil	102	134	116	141	365	302	704	525
XVI	Oilseeds	287	372	175	226	2,280	3,653	5,622	7,957
XVII	Opium	1	1	3	1	14	17	184	165
XVIII	Paper and paste-board	...	...	...	...	...	38	...	105
XIX	Provisions	658	450	644	471	4,128	3,400	9,630	7,845
XX	Railway plant and rolling-stock	...	...	...	...	...	...	...	...
XXI	Salt	662	798	563	683	1,434	1,451	1,795	1,686
XXII	Saltpetre	3	3	4	3	93	6	107	99
XXIII	Silk, raw	4	4	7	7	3	6	13	15
XXIV	Silk piece-goods	...	...	...	...	...	...	1	1
XXV	Spices	177	211	172	215	461	493	620	764
XXVI	Sugar	431	826	317	784	12,063	14,099	30,981	44,903
XXVII	Stone and lime	10,466	2,836	6,005	1,854	5,944	9,538	6,730	10,585
XXVIII	Tea	...	...	2	...	5	6	15	34
XXIX	Timber	929	1,665	793	1,405	5,050	4,513	9,577	8,371
XXX	Tobacco	5,697	7,659	6,291	6,898	157	213	432	469
XXXI	Umbrellas	...	...	...	...	...	4	...	12
XXXII	Wool	13	11	27	17	185	137	616	454
XXXIII	All other articles of merchandise	1,553	3,177	1,154	1,879	3,451	2,808	7,519	7,893
	TOTAL	23,940	21,621	19,524	17,990	141,105	90,158	3,94,557	2,31,115

standard and metre gauge railways during the year 1892 as compared with the previous year—contd.

METRE GAUGE.												Classification No.
STATE LINES WORKED BY COMPANIES.												
XXXIII.—Bengal and North-Western. (a)				XXXIV.—Rohilkund and Kumaon (Lucknow-Bareilly section).				XXXV.—Rajputana-Malwa.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
18,868	21,431	41,035	36,975	20	75	26	133	8,161	8,542	5,786	62,884	I
879	737	9,427	8,649	120	76	826	473	66,789	50,555	9,82,474	7,07,456	II
1,676	1,303	11,312	10,884	862	932	3,546	4,023	4,459	4,900	1,28,632	1,39,486	III
16,758	15,331	1,23,298	1,31,419	1,360	1,513	6,338	7,037	25,786	25,907	6,43,271	6,51,234	IV
1,219	1,333	9,183	8,804	248	212	1,066	1,185	2,045	2,095	38,921	38,326	V
4,192	4,756	25,434	32,104	641	364	2,763	1,347	9,025	9,321	1,40,910	1,28,723	VI
245,070	236,816	8,48,667	9,53,622	39,835	44,319	72,281	83,433	545,947	577,450	53,58,707	50,20,464	VII
5,065	4,374	30,897	26,695	634	594	1,608	1,564	4,720	5,782	51,517	67,965	VIII
96	111	854	714	71	62	238	266	...	...	...	...	IX
8,647	8,798	44,980	51,142	1,132	1,458	3,098	4,069	14,058	14,776	1,30,330	1,31,567	X
901	717	2,809	2,782	28	68	95	286	...	...	...	...	XI
289	290	1,944	1,782	26	33	121	184	726	745	11,116	9,752	XII
348	302	2,601	2,453	119	325	528	1,474	2,662	3,113	35,281	38,164	XIII
7,427	6,730	32,627	37,555	2,107	2,376	7,969	8,898	27,538	25,430	3,67,797	3,37,932	XIV
...	...	...	...	197	173	7,379	1,360	5,926	6,154	1,08,014	1,40,079	XIV (A)
6,524	6,864	24,338	26,975	1,127	971	3,052	2,861	6,959	6,551	80,304	71,371	XV
123,257	118,632	4,23,742	4,68,254	10,632	13,204	21,276	30,463	100,414	140,959	5,66,682	9,92,650	XVI
582	767	6,107	8,132	100	72	881	645	3,266	4,074	60,176	72,841	XVII
263	188	1,500	1,573	10	15	41	81	...	...	...	...	XVIII
10,599	10,661	48,007	58,425	962	2,728	4,108	14,472	36,349	44,794	2,79,209	4,65,669	XIX
...	...	...	...	...	...	...	...	18,538	10,476	1,23,962	70,195	XX
67,508	69,870	1,49,497	1,56,194	7,950	8,782	17,388	19,079	212,100	216,757	20,39,514	21,05,316	XXI
10,445	13,252	22,484	26,379	72	97	186	239	11,011	11,864	70,209	72,953	XXII
...	...	...	...	...	...	...	...	247	223	14,760	14,455	XXIII
19	14	71	55	...	...	...	2					XXIV
4,217	3,062	21,071	19,953	656	762	2,075	2,687	9,817	9,158	1,16,465	1,01,002	XXV
18,584	25,801	84,362	1,15,245	15,523	32,470	35,981	80,624	130,917	142,301	15,67,051	17,22,512	XXVI
5,241	4,121	10,930	8,661	979	1,094	1,575	1,838	22,321	20,619	82,321	77,118	XXVII
36	17	233	197	18	66	133	509	809	755	27,861	28,091	XXVIII
5,188	21,591	15,202	19,978	5,717	21,610	17,610	41,160	17,713	15,054	67,371	71,008	XXIX
11,569	19,138	79,584	1,02,634	606	635	2,037	2,659	13,216	13,117	2,24,315	2,07,065	XXX
47	55	399	522	3	4	18	33	...	...	...	...	XXXI
205	236	1,740	2,741	60	74	230	286	6,009	5,662	1,27,711	1,26,092	XXXII
45,097	19,759	1,71,019	1,11,197	14,711	12,105	30,239	36,145	111,080	112,449	10,00,310	11,43,666	XXXIII
623,825	617,060	22,44,713	24,32,605	106,616	147,299	2,39,012	3,49,506	1,419,198	1,489,586	1,46,51,067	1,48,22,159	

(a) Includes the Tirhoot section.

Statement showing the quantities of the principal commodities carried and the receipts therefrom on the

Classification No.	DESCRIPTION OF COMMODITY.	METRE							
		STATE LINES, WORKED BY COMPANIES—contd.							
		XXXVI.—Southern Mahratta. (a)				XXXIX.—South Indian. (b)			
		Quantity.		Receipts.		Quantity.		Receipts.	
		Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.
I	Coal	1,235	2,615	3,174	15,887	1,141	5,915	3,003	6,098
II	Cotton, raw	44,432	19,603	2,98,614	1,28,508	15,481	14,814	80,217	81,570
III	Cotton, twist and yarn	7,329	7,773	73,157	80,942	5,685	6,430	55,970	59,496
IV	Cotton piece-goods	6,829	7,765	1,03,576	1,15,281	9,644	10,150	1,24,666	1,28,063
V	Drugs and chemicals	517	525	6,394	5,201	1,876	2,344	14,364	18,091
VI	Dyes and tans	13,237	13,504	80,977	90,518	7,552	9,829	35,396	47,694
VII	Grains	205,967	151,923	8,93,835	6,43,793	241,160	240,423	8,65,635	8,91,945
VIII	Hides and skins	4,734	5,895	36,490	45,116	6,570	6,416	55,508	54,453
IX	Horns	402	491	3,925	5,255	210	144	2,223	1,344
X	Jute	6,818	4,949	40,055	30,183	4,944	5,172	35,643	38,364
XI	Lac	23	25	148	150	234	159	1,787	1,303
XII	Leather, manufactured	253	278	2,333	2,632	59	67	508	778
XIII	Liquors	5,507	5,791	33,147	36,123	3,515	4,143	16,204	22,058
XIV	Metals	11,658	12,021	1,08,060	1,08,339	21,985	20,953	1,26,258	1,34,492
XIV (A)	Military stores	987	2,550	12,144	46,475	...	...	...	...
XV	Oils	11,609	16,091	66,263	91,216	14,096	14,986	65,768	75,970
XVI	Oilseeds	39,210	24,975	1,95,597	1,10,797	83,978	61,880	2,01,242	2,04,214
XVII	Opium	2	2	67	45	...	...	...	3
XVIII	Paper and paste-board	376	266	5,139	1,175	361	465	5,225	6,123
XIX	Provisions	29,945	42,357	2,23,767	3,32,060	36,290	39,808	1,76,349	2,13,398
XX	Railway plant and rolling-stock	46,939	26,240	78,222	1,02,814	...	...	...	...
XXXI	Salt	30,555	38,972	1,74,908	2,11,594	57,347	59,391	1,76,803	1,90,785
XXXII	Saltpetre	146	159	878	1,386	464	327	2,512	1,676
XXXIII	Silk, raw	265	229	4,215	2,933	139	111	1,640	1,392
XXIV	Silk piece-goods	12	4	128	71	4	2	40	15
XXV	Spices	19,174	22,030	1,66,296	2,10,614	1,105	1,173	6,302	8,514
XXVI	Sugar	22,244	18,971	1,46,749	1,16,751	56,840	55,633	2,21,631	2,27,521
XXVII	Ton and lime	11,601	16,860	31,905	38,364	145,968	80,724	1,28,077	85,038
XXVIII	Tea	22	18	330	301	197	340	852	1,420
XXIX	Timber	35,850	29,343	1,20,765	1,09,860	53,655	59,983	78,190	77,343
XXX	Tobacco	4,845	3,529	46,388	32,273	5,515	6,899	83,440	38,042
XXXI	Umbrellas	34	23	685	443	36	29	285	284
XXXII	Wool	846	952	11,210	15,927	156	213	1,740	2,137
XXXIII	All other articles of merchandise	23,310	25,374	1,57,651	1,74,991	90,998	98,887	3,99,886	4,63,105
	TOTAL	585,914	502,703	30,37,192	29,10,421	867,205	807,611	29,17,404	30,81,739

(1) Includes the Southern Mahratta railway (Mysore section) and the Kolhápúr railway.
(2) Includes the Pondicherry railway.

standard and metre gauge railways during the year 1892 as compared with the previous year—contd.

GAUGE—contd.

STATE LINE WORKED BY THE STATE.				ASSISTED COMPANIES.								Classification No.
XLIV.—Burma (State).				XLVI.—Deoghur.				XLVII.—Rohilkund and Kumaon (Company's section).				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	
Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	
...	...	...	...	...	...	...	...	16	3	41	6	I
216	157	1,061	1,104	...	...	...	...	4	3	19	10	II
2,273	2,470	27,457	27,092	...	...	...	...	6	8	2	36	III
2,216	2,300	30,357	34,155	...	...	...	...	187	185	1,283	1,115	IV
...	173	...	3,516	...	...	...	...	98	46	522	282	V
6,620	10,919	41,547	1,10,845	...	...	...	...	17	33	97	194	VI
225,936	272,227	9,61,881	12,08,990	...	...	...	...	9,839	12,839	13,623	17,793	VII
429	738	6,138	9,765	...	...	...	...	120	133	275	302	VIII
...	11	...	205	...	...	...	...	5	9	17	18	IX
3,113	3,311	19,156	18,490	...	...	...	...	178	241	648	827	X
...	187	...	3,283	...	...	...	...	...	4	...	18	XI
...	18	...	307	...	...	...	...	20	23	119	144	XII
1,346	1,580	21,286	23,775	...	...	...	...	859	951	4,192	4,613	XIII
2,902	3,077	29,027	34,023	...	...	...	...	1,259	1,114	7,100	6,766	XIV
...	1,893	...	37,856	...	...	...	...	411	451	2,647	3,088	XIV (A)
5,019	5,748	53,181	62,483	Information not furnished				292	328	1,082	1,392	XV
2,038	4,758	7,493	21,973	...	...	...	...	2,410	4,086	4,304	6,831	XVI
...	2	...	35	...	...	...	...	1	2	7	12	XVII
...	50	...	822	...	...	...	...	5	10	29	69	XVIII
37,723	45,286	3,26,562	3,53,453	...	...	...	...	2,644	2,654	14,748	11,280	XIX
...	11,670	...	35,937	...	...	...	...	...	...	...	...	XX
9,692	10,982	62,081	66,573	...	...	...	...	1,395	1,484	4,057	3,644	XXI
2	...	22	...	...	...	...	...	...	...	1	...	XXII
196	167	5,273	4,455	...	...	...	...	...	...	...	1	XXIII
48	98	1,760	3,644	...	...	...	...	...	...	...	...	XXIV
...	26	...	494	...	...	...	...	175	158	733	658	XXV
4,562	4,505	32,381	38,695	...	...	...	...	747	1,216	1,362	2,095	XXVI
6,279	5,419	15,544	21,792	...	...	...	...	798	1,410	1,331	2,455	XXVII
1,096	1,177	8,508	10,688	...	...	...	...	225	171	1,116	777	XXVIII
89,953	92,583	2,50,312	3,10,245	...	...	...	...	3,080	4,876	6,232	7,905	XXIX
1,697	2,149	16,208	23,518	...	...	...	...	139	184	589	897	XXX
...	78	...	1,082	...	...	...	...	2	2	10	18	XXXI
...	63	...	1,402	...	...	...	...	20	32	132	197	XXXII
34,745	15,591	2,25,595	1,55,933	...	...	...	...	6,797	7,240	13,514	16,927	XXXIII
(c) 438,061	499,508	(c) 21,42,833	26,26,565	...	...	...	...	31,749	39,896	79,942	90,370	

(c) Since altered by line authorities.

Statement showing the quantities of the principal commodities carried and the receipts therefrom on the

Classification No.	DESCRIPTION OF COMMODITY.	METRE									
		ASSISTED COMPANIES—conold.				LINE OWNED BY NATIVE STATE AND WORKED BY COMPANY.				LINES OWNED AND	
		XLIX.—Dibru-Sadiya.				LI.—The Gaekwar's Melsana.				LIII.—Jodhpore	
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.	
		Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.
		Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.
I	Coal	148,485	156,820	2,114,697	1,98,219	7	7	13	15	916	276
II	Cotton, raw	...	...	...	...	503	1,433	1,648	2,154	66	36
III	Cotton, twist and yarn	4	1	40	22	522	620	1,485	1,698	38	45
IV	Cotton piece-goods	15	1	124	1	459	503	962	1,332	1,092	1,236
V	Drugs and chemicals	248	193	1,429	1,325	29	33	76	109	131	162
VI	Dyes and tans	...	...	4	1	208	250	397	427	267	307
VII	Grains	8,672	8,423	59,097	62,126	9,412	19,134	14,434	25,632	35,778	70,095
VIII	Hides and skins	...	1	7	12	47	188	107	509	225	242
IX	Horns	...	...	...	...	...	...	...	...	...	...
X	Jute	163	116	2,671	1,808	278	503	470	781	524	1,005
XI	Lac	...	...	...	...	...	...	...	...	...	...
XII	Leather, manufactured	2	1	53	9	24	29	65	85	50	46
XIII	Liquors	146	124	2,036	1,938	2	3	5	12	14	21
XIV	Metals	2,099	2,715	15,227	19,749	777	890	1,032	1,213	1,017	1,238
XIV (A)	Military stores	...	...	...	...	...	1	1	6	4	10
XV	Oils	388	268	3,995	2,963	402	657	1,080	1,883	315	223
XVI	Oilseeds	...	...	...	...	7,493	18,329	5,930	13,533	1,045	1,756
XVII	Opium	...	...	...	...	15	7	74	40	68	54
XVIII	Paper and paste-board	5	12	31	30	...	...	...	...	...	...
XIX	Provisions	512	641	6,201	7,302	581	1,338	899	2,046	1,387	2,008
XX	Railway plant and rolling-stock	...	...	...	...	3,833	513	4,784	728	...	...
XXI	Salt	203	206	1,597	1,891	26,873	30,122	33,237	44,942	8,083	10,030
XXII	Saltpetre	...	...	...	...	484	875	652	1,147	63	95
XXIII	Silk, raw	...	...	...	...	...	...	...	...	...	...
XXIV	Silk piece-goods	...	...	...	...	4	5	13	11	...	...
XXV	Spices	1	2	36	31	123	233	197	362	213	224
XXVI	Sugar	70	23	1,137	334	3,592	8,211	5,784	14,037	6,117	7,544
XXVII	Stone and lime	1,132	1,476	3,548	6,383	1,364	1,023	1,942	2,970	1,174	4,788
XXVIII	Tea	4,416	4,400	37,963	39,880	...	11	2	20	1	2
XXIX	Timber	4,169	7,533	8,132	15,278	1,067	2,750	1,068	3,469	1,191	675
XXX	Tobacco	55	42	894	616	231	366	359	768	721	655
XXXI	Umbrellas	9	4	173	65	...	...	...	...	...	...
XXXII	Wool	...	...	...	...	74	133	208	373	1,675	1,587
XXXIII	All other articles of merchandise	5,598	7,209	31,375	36,246	4,671	5,334	6,897	7,919	6,176	6,912
	TOTAL	176,392	190,211	3,90,876	3,96,229	63,105	93,591	87,821	1,28,177	68,354	111,302

standard and metre gauge railways during the year 1892 as compared with the previous year—concl'd.

GAUGE—concl'd.															Classification No.
WORKED BY NATIVE STATES.										FOREIGN LINE.					
Bikaner.						LIV.—Bhāvnagar-Gondal-Jūnāgarh- Porbandar.				LV.—West of India Portuguese.					
section.		Bikaner section.				Quantity.		Receipts.		Quantity.		Receipts.			
Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.			
Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.	Previous year.	1892.		
Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.	Tons.	Tons.	Rs.	Rs.		
5,426	1,271	...	22	...	38	2,479	1,395	7,710	3,949	2,633	...	7,843	...		
965	663	1	9	8	78	20,705	27,582	1,70,259	2,04,122	19,517	6,960	73,531	25,129	I	
417	610	...	5	2	34	421	472	3,252	3,539	864	1,085	3,769	4,601	II	
7,840	13,258	8	317	58	1,387	1,465	1,708	12,015	14,786	443	547	2,417	2,738	III	
968	1,736	1	10	4	69	72	94	875	1,116	27	31	133	161	IV	
2,176	3,314	2	23	11	150	986	1,139	6,652	7,231	28	11	135	52	V	
1,42,538	2,79,732	1,216	12,849	2,057	18,491	25,364	39,661	1,00,136	1,54,955	33,140	8,334	1,04,809	25,442	VI	
1,779	2,280	1	26	7	154	315	632	2,674	5,425	21	17	74	64	VII	
...	...	...	...	...	...	27	22	197	151	...	...	...	...	VIII	
4,656	10,937	1	133	4	629	1,023	1,302	5,233	6,384	11	3	42	13	IX	
...	...	...	...	...	...	13	18	95	133	...	...	...	...	X	
578	616	1	10	5	60	44	40	398	483	...	...	...	...	XI	
218	236	...	3	2	19	57	74	712	793	372	403	1,444	1,528	XII	
6,928	14,533	8	293	40	1,668	2,726	2,394	18,863	16,676	1,154	1,263	4,402	4,862	XIII	
71	167	1	3	7	23	...	...	...	...	...	...	...	...	XIV	
2,297	2,069	9	53	45	250	3,165	3,759	16,655	20,476	4,628	6,310	13,501	18,454	XIV (A)	
3,762	7,862	20	259	27	891	7,600	9,025	25,967	35,174	11,158	6,586	36,545	21,429	XV	
699	886	...	16	...	131	15	3	323	80	...	...	...	...	XVI	
...	...	...	...	...	...	75	82	705	751	...	...	...	...	XVII	
11,607	23,062	32	599	165	3,080	8,808	7,994	53,277	45,322	21	10	81	42	XVIII	
...	...	...	...	...	...	...	1,455	...	5,127	...	...	...	...	XIX	
38,114	49,675	...	26	...	68	4,714	4,483	8,884	8,297	14,576	20,171	37,950	50,870	XX	
471	847	...	26	...	92	21	17	213	160	7	...	27	...	XXI	
...	...	...	...	...	...	2	1	49	30	1	2	6	15	XXII	
1	2	...	...	...	1	2	2	31	38	...	...	...	...	XXIII	
1,685	2,659	1	56	7	300	216	282	1,545	2,197	170	386	764	1,812	XXIV	
42,307	70,632	13	723	66	3,676	6,955	6,682	33,607	33,851	412	599	1,421	2,201	XXV	
2,360	7,091	10	2,913	36	4,092	18,143	23,817	16,300	15,332	2,435	63	985	9	XXVI	
8	19	...	...	...	1	3	6	36	61	11	2	41	13	XXVII	
4,507	7,115	...	198	...	1,059	11,070	11,800	61,106	65,679	364	590	1,102	1,661	XXVIII	
5,144	6,744	2	67	9	424	620	639	4,229	4,312	463	199	1,035	699	XXIX	
...	...	...	...	...	...	10	17	117	144	...	...	...	...	XXX	
11,794	17,156	4	126	26	843	294	347	1,551	2,104	26	35	142	171	XXXI	
23,423	41,425	26	795	172	3,261	7,394	5,132	36,054	35,482	13,561	16,154	39,640	50,501	XXXII	
3,22,739	5,66,597	1,357	19,560	2,758	40,969	124,804	152,076	5,89,720	6,94,360	106,043	69,761	3,32,439	2,12,467	XXXIII	

INDEX.

	Page.	Paragraph.
Accidents—		
Accidents on the—		
Bengal and North-Western railway system	186	11
Bengal-Nágpur railway	185	3
Bombay, Baroda and Central India railway	186	9
East Indian railway	185	2
Eastern Bengal (state) railway system	186	7
Great Indian Peninsula railway system	186	8
Indian Midland railway system	185	4
Madras railway	186	10
North Western (state) railway system	186	5
Oudh and Rohilkhand (state) railway	186	6
Rajputana-Malwa railway	187	12
South Indian railway	187	14
Southern Mahratta railway system	187	13
Statement No. 40 showing the number of persons killed and injured in connection with railway working during the year 1892 as compared with 1891	185	1
Statement No. 41 showing the number of——to trains during 1891 and 1892 and the number of persons killed and injured thereby during 1892.	188	15
Statistical figures relating to——	188	15
Ahmedabad-Prantij railway survey	38	35
Amritsar-Patháinkot railway—		
Incorporation of the——with the North Western railway and transfer from Provincial to Imperial	102	8
Amritsar Tarn Táran railway—		
Proposal for its construction by private promoters	32	11
Annual gain or loss—		
Statement No. 18 showing the direct——to the State from railway outlay since 1858	94-5	13
Aonla-Budáon railway survey	97	32
Appendices—		
A. Additions to open mileage from the 1st April 1892 to the 31st March 1893	ii	...
B. Extensions of line sanctioned from the 1st April 1892 to the 31st March 1893	iii	...
C. Classification of lines and the lengths of line sanctioned and open for traffic on the 31st March 1893.	iv—xii	...
D. Progress made in the opening of railways year by year from the commencement	xiii—xxiii	...
E. Length of railways open for traffic at the end of each year from the commencement.	xxiv—xxx	...
F. Total approximate earnings* from the 1st January to the 31st March 1893 as compared with the actuals of the corresponding periods of 1891 and 1892	xxxii—xxxiii	...
G. Principal commodities carried and the receipts therefrom during 1892 as compared with the previous year	xxxiv—xlv	...
Approximate earnings—		
Comparison of——for the first quarter of 1893 with the actuals of the corresponding periods of 1891 and 1892	6	14
Statement showing——on the several railways from the 1st January to the 31st March 1893 as compared with the actuals of the corresponding periods of 1891 and 1892	xxxii—xxxiii	App. F.
Assam—		
Petroleum in ——	41	4

	Page.	Paragraph.
Assam-Bengal railway—		
Formation of — Company in England	3	7
Works in progress	24	28
Automatic vacuum brakes—		
Fitting of — to the vehicles of standard and metre gauge railways	53	10
Baluchistan petroleum operations	48	15
Bareilly-Rámpur-Moradabad railway—		
Works in Progress	16	10
Bengal and North-Western railway system—		
Accidents	186	11
Adoption of revised rates for the carriage of coal and railway materials on —	140	2
Begamsarai-Hajeepore survey	38	39
Coaching fares	141	8
Flood damages	182	8
Fuel consumption	152	14
Garhara-Monghyr-Khagaria survey	38	39
Revenue earnings and expenditure	108	19
Revision of minimum and maximum fares and rates	140	1
Surveys in connecton with the linking up of the metre guage systems	38	38
Works in progress	21	23
Bengal Central railway—		
Adoption of revised rates for the carriage of coal and of railway materials on —	140	2
Revenue earnings and expenditure	106	12
Transfer of the control of the —	3	7
Works in progress	17	12
Bengal-Dooars railway—		
Works in progress	27	34
Bengal-Nágpur railway—		
Accidents	186	3
Adoption of revised rates for the carriage of coal and railway materials	140	2
Capital withdrawals during each financial year from the commencement	79	...
Coaching fares	141	5
Completion and opening of the Saranda tunnel and the introduction of an accelerated mail service between Ásansol and Nágpur	3 & 4	6 & 7
Flood damages	180	2
Fuel consumption	148	5
Goods rates	142	12
Revenue earnings and expenditure	101	6
Revision of maximum and minimum fares and rates	140	1
Works in progress	13	2
Bhaganwala (Salt range)—		
Coal-field at —	47	12
Bhávnagarh-Gondal-Junágarh-Porbandar railway—		
Fuel consumption	153	20
Revenue earnings and expenditure	113	29
Works in progress	28	39
Bhopal-Itársi railway—		
Works in progress	14	4
Bhopal-Ujjain railway—		
Works in progress	21	22

	Page.	Paragraph.
Bina-Guna railway—		
Works in progress	21	21
Birur-Shemoga railway survey—		
Completion of —	34	21
Bombay, Baroda and Central India railway—		
Accidents	186	9
Flood damages	182	6
Fuel consumption	151	11
Goods rates	143	18
Revenue earnings and expenditure	106	14
Works in progress	20	17
Brakes—		
Fitting of — to vehicles of standard and metre gauge railways	53	10
Introduction of automatic vacuum — on the mail trains of the Oudh and Rohilkhand (state) railway	4	7
Bridge—		
Godavari — on the East Coast railway, at Rajahmundry Project deferred	4	7
Kistna — at Bezvada on the East Coast railway. Completion of and opening for traffic	3	6
Papaghni — on the Madras railway, north-west line. Completion of and opening for traffic	3	6
Penner — Guntakal-Mysore frontier railway. Opening for traffic —	3	6
Burma (state) railway—		
Adoption of revised rates for the carriage of coal and railway materials	140	2
Completion of survey from Meiktila to Myingyan	38	36
Flood damages	183	12
Fuel consumption	153	18
Revenue earnings and expenditure	111	23
Tourists tickets at reduced rates	141	10
Works in progress	25	31
Capital—		
—cost of railways	{ 4	8
—expenditure on the several gauges of railway during 1892	63	1
Statement No. 6 showing the total—raised by guaranteed railways up to the 31st December 1892.	118—119	...
Statement No. 7 showing the total—raised for state lines leased to companies up to the 31st December 1892	63	2
Statement No. 8 showing debenture loans on the 31st December 1892	64	2
Statement No. 9 showing—expenditure in England and in India on Indian state railways under different heads, up to the 31st December 1892	65	3
Statement No. 10 showing—authorized, raised and withdrawn for guaranteed and subsidized railways and state lines leased to companies up to the 31st December 1892	66—73	...
Statement No. 11 showing—received and withdrawn by guaranteed and subsidized railways and state lines leased to companies during 1892	74—75	...
Statement No. 12 showing annual withdrawals by guaranteed railways out of—from the commencement to the 31st March 1893	76—77	...
Statement No. 13 showing the annual—withdrawals on account of the Bengal Central, Southern Mahratta, Mysore, Bengal-Nagpur, Indian Midland, Lucknow-Bareilly and the Assam-Bengal railways from the commencement to the 31st March 1893	78	...
	79	...

	Page.	Paragraph.
Capital—<i>concl'd.</i>		
Statement No. 14 showing the annual—withdrawals by the Rohilkund and Kumaon Railway Company from the commencement to the 31st March 1892	79	3
Statement No. 15 showing net earnings and their percentage on—outlay for the principal railways for the last 5 years	87	17
Statement No. 21 showing—expenditure, net revenue, &c., on guaranteed railways from 1870	98	14
Statement No. 25 showing the—cost of the several open lines of railway on the 31st December 1892 and the average cost per mile	118—119	4
Casualties—		
Percentage of—during 1891 and 1892	155	2
Statement No. 34 showing—by death, resignation and discharge, or dismissal amongst European and East Indian employés on the standard and metre gauge railways (open lines only) during 1892	160—167	...
Chittagong-Akyab-Minhla Reconnaissance Survey	34	22
Classification of railways	1	1
Coaching fares—		
Alteration in —on the		
Bengal and North-Western railway system	141	8
Bengal-Nágpur railway	141	5
Burma (state) railway	141	10
Indian Midland railway system	141	6
Oudh and Rohilkhand railway	141	7
Rohilkund and Kumaon railway system	141	11
Southern Mahratta railway	141	9
Coaching traffic—		
Particulars regarding—on all railways for 1892 as compared with 1891	80	4
Total number of passengers carried and earnings from—on the standard and metre gauge railways during 1892	120—3	4
Coal—		
Adoption of revised rates for the carriage of—on certain railways	140	2
Explorations for—at Bhaganwala (Salt range)	47	12
Explorations for—in the Daltonganj (Palamow) coal-field	45	9
Explorations for—in the Quétta coal-field	48	14
Explorations for—at Tilanpali near the Eeb river on the Bengal-Nágpur railway	45	8
Statement showing the quantity in tons of—produced in India from 1880 to 1892	49	16
Collieries and oil wells—		
Baluchistan Petroleum operations	48	15
Coal-field at Bhaganwala (Salt range)	47	12
Coal-field at Tilanpali near the Eeb river	45	8
Daltonganj (Palamow) coal-field	45	9
Dandot colliery	46	11
Eastern Bengal (state) railway	41	2
Khost colliery	47	13
Kurhurbaree and Serampore collieries	41	1
Makum colliery	41	3
Mohpani colliery	43	6
Petroleum in Assam	41	4
Quetta coal-fields	48	14
Singareni colliery	45	10
Umaria colliery	43	7
Warora colliery	42	5

	Page.	Paragraph.
Committee of locomotive and carriage superintendents in India	56	15
Cooch Behar railway—		
Works in progress	28	41
Cost—		
Average—per mile of all open lines	4	8
Statement No. 25 showing the capital—of the several open lines on the 31st December 1892, and the average—per mile open	118—9	4
Total capital—of all railways up to the 31st December 1892	4	8
Couplings—		
Particulars regarding the provision of—to vehicles of the standard and metre gauge railways	54	11
Cuttack-Midnapur-Calcutta railway survey—		
Progress of work	31	6
Daltonganj (Palamow) coal-field	45	9
Dandies—Fittings for Lushai and Collis'—	51	8
Dandot colliery	46	11
Deesa Bhúj and Detroj-Becharji railways	40	47
Deesa-Umarkot railway—		
Proposed survey	33	17
Delhi-Minchinabad railway survey—		
Particulars of two alternative routes	29	1
Deoghur railway—		
Revenue earnings and expenditure	112	24
Derajat division—		
Frontier railway surveys of the—	32	19
Dharmavaram-Mysore frontier railway—		
Works in progress	23	26
Diagram, graphic—		
Open mileage, capital outlay, gross earnings, working expenses and net earnings from the commencement of operations to the end of 1892, exhibited in the—	4	9
Dibru-Sadiya railway—		
Adoption of revised rates for the carriage of coal and railway material	140	2
Flood damages	184	13
Revenue earnings and expenditure	112	26
Works in progress	27	35
Dooars coal—		
Experiments on the Eastern Bengal state railway with —	41	2
Earnings—		
See "Approximate earnings"	...	...
See "Gross earnings"	...	...
See "Net earnings"	...	...
East Coast railway—		
* Completion of project for bridging the Godávari near Rajahmundry	31	8
Works in progress	19	15

	Page.	Paragraph.
East Indian railway—		
Absorption of the Nalháti and the Patna-Gya railways into the—	3	7
Accidents	185	2
Adoption of revised rates for the carriage of coal and railway materials on the —	140	2
Fuel consumption	148	4
Kurbaree and Serampore collieries	41	1
Results to the State of working the —	12	...
Revenue earnings and expenditure	101	5
Works in progress	13	1
Eastern Bengal (state) railway—		
Accidents on the —, including the Bengal Central railway .	186	7
Adoption of revised rates for the carriage of coal and railway material	140	2
Results of experiments with Dooars coal	41	2
Flood damages	181	4
Fuel consumption on the —, including the Bengal Central railway	150	9
Goods rates	142	16
Nelphamari-Joyganj railway survey	36	27
Ránaghat-Krishnagar railway survey	37	27
Revenue earnings and expenditure	105	11
Transfer of the control of the —	3	7
Works in progress	16	11
Expenses—		
<i>See</i> "Working expenses."		
Exports of wheat—		
Total tonnage of wheat exported from Calcutta, Bombay, and Kurrachee during the last ten years	100	3
Extensions of line—		
— sanctioned from the 1st April 1892 to the 31st March 1893	iii	App. B.
Sanction to the construction of —	2	4
Fares and rates—		
Alterations in coaching fares on the—		
Bengal-Nágpur railway	141	5
Bengal and North-Western railway system	141	8
Burma (state) railway	141	10
Indian Midland railway system	141	6
Oudh and Rohilkhand (state) railway	141	7
Rohilkund and Kumaon	141	11
Southern Mahratta railway	141	9
Alterations in goods rates on the—		
Bengal-Nágpur railway	142	12
Bombay, Baroda and Central India railway system	143	18
Eastern Bengal (state) railway	142	16
Great Indian Peninsula railway system	142	17
Indian Midland railway	142	13
Jodhpore-Bickaneer railway	143	20
North Western (state) railway system	142	14
Oudh and Rohilkhand (state) railway	142	15
Southern Mahratta railway system	143	19
Revision of maximum and minimum rates and fares	140	1
Revision of rates for the carriage of coal and railway materials	140	2
Statement No. 31 showing the passenger fares and goods rates on the standard and metre gauge railways	144—147	...

	Page.	Paragraph.
Females—		
Statement No. 5-A showing the number of carriages fitted with retiring accommodation for —	62	...
Ferries—		
Working of the—over the Indus at Kotri, Dera Ismail Khan and Dera Gházi Khan by the North Western (state) railway	4	7
Financial results—		
Comparison of — of working state railways by State agency	86	16
Explanatory remarks regarding the — to the State in its connection with Indian railways for 1891-92 and 1892-93	7	17
Statements Nos. 1 to 4 showing the details of the — to the state of working for 1891-92 of the —		
East Indian railway	12	...
Guaranteed railways	8	...
State lines leased to companies	9	...
State railways (commercial)	10—11	...
State railways (military)	12	...
Flood damages—		
Particulars of — on the		
Bengal and North-Western railway system	182	8
Bengal-Nágpur railway	180	2
Bombay, Baroda and Central India railway	182	6
Burma (state) railway system	183—184	12
Dibru-Sadiya railway	184	13
Eastern Bengal (state) railway	181	4
Gaekwar's Mehsána railway	184	14
Great Indian Peninsula railway system	181—182	5
Jodhpore-Bickaneer railway system	184	15
Madras railway	183	7
North Western (state) railway system	180	3
Rajputana-Malwa railway	182—183	9
South Indian railway	183	11
Southern Mahratta railway system	183	10
Frontier railway surveys—		
Derajat division	33	91
Indus Ferry division	33	19
Fuel—		
Source of supply and price at place of delivery of — used on the—		
Bengal and North-Western railway	152	14
Bengal-Nágpur railway	148	5
Bhávánagar-Gondal-Junágarh-Porbandar railway	153	20
Bombay, Baroda and Central India railway	151	11
Burma (state) railway	153	18
East Indian railway	148	4
Eastern Bengal (state) railway, including the Bengal Central railway	150	9
Great Indian Peninsula railway system	150	10
Indian Midland railway	148	6
Jodhpore-Bickaneer railway	153	19
Madras railway	151	12
Nizam's Guaranteed state railway	151	13
North Western (state) railway	149	7
Oudh and Rohilkhand (state) railway	149	8
Rajputana-Malwa railway	152	15

	Page.	Paragraph.
Fuel—concluded.		
South Indian railway	153	17
Southern Mahratta railway system	152	16
Statement No. 32 showing the particulars of fuel consumption on the principal railways during 1892	154	...
Gaekwar's Mehsána railway—		
Flood damages	184	14
Revenue earnings and expenditure	113	27
Survey of proposed extension from Bahadarpur to state quarries near Songir and of the proposed extension of the Patán Branch	39	45
Works in progress on the Patán Branch of the —	27	37
Gaekwar's Petlád railway—		
Revenue earnings and expenditure	108	17
Gain or loss		
Statement No. 18 showing the direct annual — to the State from railway outlay since 1858-59	94—95	...
Gas—		
Lighting of railway carriages with — on Pintsch's system	55	14
General merchandise—		
Quantity of — carried and the freight received during 1892 as compared with the previous year, and the principal variations in commodities	6	13
General results of working—		
— of railways of the different gauges for 1892	84	11
Statement No. 17 showing the — of the principal standard and metre gauge railways during 1892	90—93	...
Godhra-Rutlam railway—		
Works in progress —	14	5
Goods rates—		
Alterations in — on the—		
Bengal-Nágpur railway	141	5
Bombay, Baroda and Central India railway system	143	18
Eastern Bengal (state) railway system	142	16
Great Indian Peninsula railway	142	17
Indian Midland railway	141	6
Jodhpore-Bickaneer railway system	143	20
North Western (state) railway system	142	14
Oudh and Rohilkhand railway	142	15
Goods traffic—		
Aggregate tonnage of goods moved, ton-mileage, and earnings from — during 1891 and 1892	5	13
Particulars regarding the — on all railways during 1892 as compared with the previous year	80	5
Quantity of general merchandise carried and the freight received therefrom on the standard and metre gauge railways during 1892 as compared with the previous year, and the principal variations in commodities	6	13
Statement No. 27 showing the tonnage and earnings from — on the standard and metre gauge railways during 1892	124—127	...
Statement No. 28 showing the unit mileages of — on the standard and metre gauge railways during 1892	128—131	...
Statement showing the tonnage moved, the ton-mileage carried, and earnings from — during 1891 and 1892	88—89	...
Grain and seeds traffic—		
Total weight of — carried during 1891 and 1892	100	2
Graphic diagram—		
Open mileage, capital outlay, gross earnings, working expenses, and net earnings from the commencement of operations to the end of 1892, exhibited in the —	4 ^p	9

	Page.	Paragraph.
Great Indian Peninsula railway system—		
Accidents	186	8
Flood damages	181	5
Fuel consumption	150	10
Revenue earnings and expenditure	106	13
Works in progress	19	16
Gross earnings—		
Explanatory remarks on —	80	3
—during 1891 and 1892	5	11
Statement showing — of the principal railways per mean mile worked per week in five yearly periods from the commencement up to 1888 and for 1892	83	10
Statement showing — of the principal railways per mean mile worked per week and percentage of working expenses on gross earnings for 1891 and 1892	82	9
Statement showing the — and working expenses on all railways for 1891 and 1892	83—9	1
Statement showing —, working expenses, and net earnings grouped in eight classes of railways for 1892; also results per train mile compared with 1891	81	8
Statement No. 29 showing —, working expenses, &c., on the standard and metre gauge railways during 1892	132—5	4
Statistics of — on all lines during 1892	80	3
Guaranteed interest—		
Statement No. 19 showing the — advanced to guaranteed railways to the 31st December 1892, and the amount advanced on account of — to the 30th June 1892	96	14
Statement No. 21 showing the annual capital expenditure, net revenue, —, &c., on guaranteed railways from 1870	98	14
Guaranteed railways—		
Results of working the —	85	14
Statement No. 1 showing results to the state of working— for 1891-92	8	17
Statement No. 6 showing the amount of capital raised by — to the 31st December 1892	63	2
Statement No. 8 showing the debenture loans on the 31st December 1892	65	3
Statement No. 10 showing the capital authorized to be raised, the amount raised and the amount withdrawn by — to the 31st December 1892	74—5	3
Statement No. 11 showing the amount received from and withdrawn by — during 1892	76—7	3
Statement No. 12 showing annual withdrawals by — out of capital from the commencement to the 31st March 1893	78	3
Statement No. 19 showing the guaranteed interest advanced to — to the 31st December 1892, and the amount advanced on account of guaranteed interest to the 30th June 1892	96	14
Statement No. 20 showing the surplus profits up to the end of 1879, and half-yearly from 1880 earned by the — to the 31st December 1892	97	14
Statement No. 21 showing the annual capital expenditure, net revenue, guaranteed interest, &c., on the — from 1870	98	14
Statement No. 22 showing the result of working the — for 1892	99	14
Guntakal-Mysore Frontier railway—		
Transfer of the working of the Guntakal-Dharmavaram section of the — to the Southern Mahratta Railway Company	23	26
Hall line steamers—		
Through booking to and from Europe of passengers and parcels during 1892	103	8

	Page.	Paragraph.
Harihar branch, Southern Mahratta railway—		
Work in progress	23	25
Howrah-Garden Reach railway survey	40	49
Hyderabad-Umarkot railway—		
Revenue earnings and expenditure	104	9
Works in progress	16	7
Indian Midland railway (system)—		
Accidents	185	4
Adoption of revised rates for the carriage of coal and railway materials on the —	140	2
Capital withdrawals during each financial year from the commencement	79	...
Coaching fares	141	6
Fuel consumption	148	6
Goods rates	142	13
Revenue earnings and expenditure	102	7
Works in progress	13	3
Indus ferry division—		
Revised project, owing to the changes of the river	33	19
Jetalsar-Rájkot railway—		
Works in progress	28	40
Jeypore-Chambal railway project—		
Survey for a line from Jeypore to the banks of the Chambal river near Phalodi	32	15
Jodhpore-Bickaneer railway—		
Flood damages	184	15
Fuel consumption	153	19
Goods rates	143	20
Revenue earnings and expenditure	113	28
Works in progress	27	38
Jorhát railway—		
Adoption of revised rates for the carriage of coal and railway materials	140	2
Jubbulpore-Gondia or Tumsar road railway project—		
Reconnaissance survey for —	32	13
Jungshahi-Tatta railway survey	37	29
Kalka-Simla railway survey—		
Particulars of —	39	41
Kamálpur division, Mári-Attock railway—		
Progress of works on—	19	14
Kashmir railway surveys—		
Particulars of relative cost and length of three alternative routes	30	3
Khost colliery	47	13
Khusálgarh branch, North Western (state) railway—		
Works in progress	15	6
Kolhápúr railway—		
Works in progress	23	25
Kotri-Rohri railway survey	32	10
Kurhurbaree and Serampore collieries	41	1
Kurnool road-Kurnool railway survey	39	42

	Page.	Paragraph.
Langar division, Mári-Attock railway—		
Progress of work on the—	19	14
Lighting of railway carriages with gas on Pintsch's system	55	14
Lines under survey or projected—		
Ahmedabad-Prantij railway	33	35
Amritsar-Tarn Taran railway	32	11
Aonla-Budáon railway survey	37	32
Bengal and North-Western railway (Company's section)	38	33
Bengal and North-Western railway (Tirhoot section)	38	39
Bezvada-Masulipatam railway	37	28
Burma (state) railway	38	36
Chittagong-Akyab-Minhla reconnaissance survey	34	22
Connection with Bhagwangola	36	25
Cuddalore-Pondicherry railway	40	48
Cuttack-Midnapur-Calcutta railway survey	31	6
Deesa-Bhúj and Detroj-Bechráji railway	40	47
Deesa-Umarkot railway	33	17
Delhi-Minchinabad railway survey	29	1
East Coast railway	31	8
Eastern Bengal (state) railway	36	27
Frontier railway surveys	33	19
Gaekwar's railways	39	45
Howrah-Garden Reach railway survey	40	49
Jeypore-Chambal railway project	32	15
Jubbulpore-Gondia or Tumsar road	32	13
Jungshahi-Tatta railway survey	37	29
Kalka-Simla railway survey	39	44
Kashmir railway surveys	30	3
Kurnool road-Kurnool railway	39	42
Ludhiána-Ferozepore railway	36	24
Madras-Bezvada railway	31	7
Madura-Pamban railway	40	48
Mandalay-Kunlon railway survey	35	23
Mari-Attock railway	33	18
Moghal Sarai-Palamow project	31	5
Mu Valley (state) railway	38	37
Nilgiri railway	40	46
North Western railway-Kotri-Rohri survey	31	10
Nusseerabad-Kerki railway	38	41
Palghat-Dindigal railway	40	48
Palghat-Kurapatnam railway survey	37	33
Peralam-Karikal railway	40	48
Pesháwar-Miehni railway project	37	31
Porto Novo-Salem railway	40	48
Rae Bareli-Benares section of the Lucknow-Rae Bareli-Banares railway	30	4
Raipur-Vizagapatam project	32	12
Rohilkund and Kumaon railway	38	40
Rutlam-Bhurtpore-Muttra railway survey	32	14
Sambalpur-Khurda railway survey	31	9
Shoranur-Trichur railway survey	38	34
Singia-Madaripur railway survey	36	26
Southern Mahratta railway, Mysore section	21	34
Sultanpur-Bogra and Hili-Bhowaniganj railways	39	43
Tápti Valley railway survey	32	16
Tinnevelley-Quilon railway	34	20
Umballa-Patiála railway survey	37	30
Wazirabad-Mooltan railway survey	29	2
Locomotive and carriage superintendents in India—		
Committee of —	56	15

	Page.	Paragraph.
Locomotives—		
Statement No. 5 showing the number and value of — and vehicles on the standard and metre gauge railways, and the rolling-stock fitted with continuous and continuous automatic brakes	58—61	7
Statement No. 38 showing the average number of — in use on the principal railways and the work obtained from each during 1892	174—75	1
Statement No. 39 showing the actual number of — and vehicles employed in conveying traffic and the number of train-miles run during 1892	176—79	2
Loss or gain—		
Statement No. 18 showing the direct annual — to the State from railway outlay since 1858	94—95	...
Lucknow-Bareilly section, Rohilkund and Kumaon railway—		
Works in progress	26	33
Lucknow-Rae Bareli-Benares railway—		
Completion of survey from Rae Bareli to Benares	30	4
Ludhiána-Ferozapore survey	36	24
Madras-Bezvada railway—		
Postponement of construction of —	31	7
Madras railway—		
Accidents	186	10
Flood damages	182	7
Fuel consumption	151	12
Revenue earnings and expenditure	107	15
Works in progress	20	18
Main results of working—		
Statement No. 16 showing the — on all railways for the years 1891 and 1892	88—89	...
Makum colliery	41	3
Mandalay-Kunlon railway survey—		
Map—	35	23
—illustrating the distribution of the goods traffic during 1891	4—5	10
—illustrating the distribution of the passenger traffic during 1891		
—illustrating the railways sanctioned during the administrations of the several Viceroys corrected up to the 31st March 1893.		
—illustrating the suggestions of the Finance Commission of 1880 regarding railways showing progress up to the 31st March 1893		
—showing according to gauge, the railways constructed and sanctioned for commencement on the 31st March 1893		
—showing the principal centres of traffic during 1891		
Mári-Attock railway—		
Works in progress	19	14
Máyavaram-Mutupet railway—		
Works in progress	24	29
Mean mileage—		
—worked during 1891 and 1892	80	2
Statement showing the open mileage and — for 1891 and 1892	88—89	...

	Page.	Paragraph.
Mileage—		
Additional — sanctioned during 1892-93	{ 2	4
Additions to open — from the 1st April 1892 to the 31st March 1893	iii	App. B.
Additions to open — subsequent to the close of the year 1892-93 and up to date (15th May)	1	2
Distribution of open —	2	3
Extensions of line sanctioned from the 1st April 1892 to the 31st March 1893	1	2
Graphic diagram showing the open — from the commencement of operations to the end of 1892	iii	App. B.
Statement showing the total — open and the total mean — worked during 1891 and 1892	4	9
Statement showing progress made in the length of railways open year by year since their commencement	88—9	...
Statement showing lengths of line sanctioned and open for traffic on the 31st March 1893	xiii—xxiii	App. D.
Statement No. 24 showing the — of open lines on the 31st December 1892, and the mean mileage worked during the year 1891-92 and 1892-93, and additional lengths subsequently opened	iv—xii	App. C.
Total length of railways opened for traffic during 1891-92 and 1892-93, and additional lengths subsequently opened	115—7	4
Total sanctioned — on the 31st March 1893	1	2
	2	5
Mileage cost—		
Total average — of standard, metre, and special gauge railways up to the 31st December 1892	4	8
Military—		
Rolling-stock adapted for — purposes	51	9
Military and commercial sections, North Western (state) railway—		
General results of working the — during 1892	104	8
Mogal Sarai-Palamow project—		
Postponement of the construction of the line from Moghal Sarai to the Daltonganj coal-field	31	5
Mohpani colliery	43	6
Moorshedabad-Bhugwangola project—		
Completion of —	36	25
Mushkaf-Bolán state railway—		
Works in progress	17	13
Mu Valley state railway—		
Survey of an extension from Mogaung to Myitkyiana Works in progress	38	37
	25	32
Mysore frontier, Bangalore railway—		
Progress of work on —	23	26
Mysore Gold-fields railway—		
Works in progress	21	20
Mysore section, Southern Mahratta railway system—		
Works in progress	23	25
Mysore West coast reconnaissance	34	21
Nalháti railway—		
Absorption of — into the East Indian railway system	3	7
Conversion of — to standard gauge	3	6
Nanjangud-Gudalur railway survey—		
Completion of —	34	21

	Page.	Paragraph.
Net earnings—		
— and percentage on capital outlay for each class of line	84	12
— and return on capital outlay	80	7
Percentage of — on open line capital expenditure	6	17
Statement No. 15 showing the — and their percentage on capital outlay for the principal railways for the last five years	87	17
Statement No. 21 showing capital expenditure, —, &c., on guaranteed railways from 1870	98	...
Statement No. 29 showing gross earnings, working expenses, —, &c., on the standard and metre gauge railways during 1892	132—135	...
Total—realised during 1891 and 1892	6	16
Nílgeri railway—		
Survey for the extension of—	40	46
Works in progress	27	36
Nelphamari-Joyganj railway survey	36	27
Nizam's Guaranteed State railway (system)—		
Fuel consumption	151	13
Revenue earnings and expenditure	107	16
Works in progress	21	19
North Western (state) railway system—		
Accidents	186	5
Adoption of revised rates for the carriage of coal and railway materials	140	2
Flood damages	180	3
Fuel consumption	149	7
General results of working the military and commercial sections during 1892	104	8
Goods rates	142	14
Incorporation of the Amritsar-Pathankot railway with the —	3	7
Kotri-Rohri railway survey	32	10
Revenue earning and expenditure	102	8
Through booking of passengers and parcels to and from Europe by the Hall line of steamers during 1892	103	8
Working of the ferries over the Indus at Kotri, Dera Ismail Khan and Dera Gházi Khan by the —	4	7
Works in progress	4	6
Nusseerabad-Kekri railway survey	38	41
Open mileage—		
Lengths opened between the close of the year 1892-93 and the 15th May 1893	2	3
Total length of railways open for traffic during the years 1891-92 and 1892-93, and the additional lengths subsequently opened {	1	2
	2	3
Oudh and Rohilkhand (state) railway—		
Accidents	186	6
Adoption of revised rates for the carriage of coal and railway materials	140	2
Coaching fares	141	7
Fuel consumption	149	8
Goods rates	142	15
Introduction of automatic vacuum brakes on the mail trains of the—	4	7
Revenue earnings and expenditure	104	10
Works in progress	16	8
Pálanpur-Deesa railway—		
Works in progress	25	30
Pálghat-Kurrapatnam railway survey—		
Completion of —	37	33

	Page.	Paragraph.
Passenger traffic—		
Statement No. 26 showing details of — on the standard and metre gauge railways during 1892	120—123	...
Statement No. 28 showing the unit mileages of the — on the standard and metre gauge railways during 1892	128—131	...
Statement showing the number of passengers carried and the passenger unit mileages for 1891 and 1892	88—89	...
Total number of passengers carried and earnings from coaching traffic during 1891 and 1892	5	12
Patna-Gya state railway —		
Absorption of—into the East Indian railway system	3	7
Persons employed—		
Number of railway servants employed during 1891 and 1892	155	1
Percentage of casualties amongst Europeans and East Indian employés during 1891 and 1892.	155	2
Statement No. 33 showing number of servants employed on the standard and metre gauge lines on the 31st December 1892	156—159	...
Statement No. 34 showing casualties by death, resignation and discharge, or dismissal amongst the European and East Indian employés on the standard and metre gauge railways (open lines only) during 1892	160—167	...
Statement No. 35 showing particulars regarding the State railway provident institutions on the 31st December 1892	168	3
Statement No. 36 showing the railway volunteer corps on the 31st March 1893	169—171	4
Statement No. 37 showing the strength and cost of police on the standard and metre gauge railways (open lines) and the amount of compensation payments due to thefts during 1892	172—173	...
Pesháwar-Michni railway project	37	31
Petroleum in Assam	41	4
Police—		
Statement No. 37 showing the strength and cost of — on the standard and metre gauge railways (open lines), and the amount of compensation payments due to thefts during 1892	172—173	...
Poona branch, Southern Mahratta railway—		
Works in progress	22	25
Principal commodities—		
Statement No. 23 showing the summary of the — carried on the standard and metre gauge railways during 1891 and 1892	114	...
Statement showing the — carried and the receipts therefrom on the standard and metre gauge railways during 1892 as compared with the previous year	xxxiv-xlv	App. G.
Principal events—		
Absorption of the Nalháti and Patna-Gya railways into the East Indian railway	3	7
Amalgamation of the Amritsar-Patháinkot railway with the North Western (state) railway	3	7
Completion and opening of the Saranda tunnel and the introduction of an accelerated mail service between Asansol and Nágpur	3—4	6—7
Formation of the Assam-Bengal Railway Company in England	3	7
Introduction of automatic vacuum brakes on the mail trains of the Oudh and Rohilkhand railway	4	7
Project for bridging the Godáveri near Rajahmundry deferred	4	7
Transfer of the control of the Eastern Bengal (state) and Bengal Central railways	3	7

	Page.	Paragraph.
Principal events—<i>concl'd.</i>		
Transfer of the working of the Guntakal-Dharmavaram section to the Southern Mahratta Railway Company	3	7
Working of the ferries over the Indus at Kotri, Dera Ismail Khan and Dera Gházi Khan by the North Western (state) railway	4	7
Provident Institutions—		
Statement No. 35 showing particulars regarding the state railway —	168	3
Public traffic—		
Analysis of —	100	1
Quetta coal-fields	48	14
Rae Bareli-Benares section of the Lucknow-Rae Bareli-Benares railway.		
Sanction for the survey of —	30	4
Railway materials—		
Revised rates for the carriage of coal and—	140	2
Railway servants—		
Number of — employed during 1891 and 1892	155	1
Statement No. 33 showing the number of — employed on the standard and metre gauge railways (open lines only) on the 31st December 1892	156—159	...
Raipur-Vizagapatam project—		
Revival of —	32	12
Rájpura-Bhátinda railway—		
Revenue earnings and expenditure	108	18
Rajputana-Malwa railway—		
Accidents	187	12
Flood damages	182	9
Fuel consumption	152	15
Revenue earnings and expenditure	109	20
Works in progress	22	24
Ránaghat-Krishnaghur railway survey.	37	27
Rates and fares—		
Alterations in coaching fares on the—		
Bengal-Nágpur railway	141	5
Bengal and North-Western railway system	141	8
Burma (state) railway	141	10
Indian Midland railway system	141	6
Oudh and Rohilkhand (state) railway	141	7
Rohilkund and Kumaon railway system	141	11
Southern Mahratta railway	141	9
Alterations in goods rates on the —		
Bengal-Nágpur railway	142	12
Bombay, Baroda and Central India railway system	143	18
Eastern Bengal (state) railway	142	16
Great Indian Peninsula railway system	142	17
Indian Midland railway	142	13
Jodhpore-Bickaneer railway	143	20
North Western (state) railway system	142	14
Oudh and Rohilkhand (state) railway	142	15
Southern Mahratta railway system	143	19
Revision of maximum and minimum rates and fares	140	1
Revision of rates for the carriage of coal and railway materials	140	2
Statement No. 31 showing the passenger fares and goods rates on the standard and metre gauge railways on the 31st December 1892	144—147	...

	Page.	Paragraph.
Relief vans—Standard equipment of.	55	13
Results—		
Table showing — per train-mile for 1891 and 1892	81	8
Results, financial—		
Statement Nos. 1 to 4 showing — to the State of working for 1891-92 of the—		
East Indian railway	12	17
Guaranteed railways	8	17
State lines leased to companies	9	17
State railways (Commercial)	10—11	17
State railways (Military)	12	17
Results of working—		
Comparison of financial — of state railways by state agency during 1891 and 1892	6	17
— standard and metre gauge lines shown separately	1	1
Statement No. 16 showing the main — of all railways for the years 1891 and 1892	88—89	...
Statement No. 17 showing the general — of the principal standard and metre gauge railways during 1892	90—93	15
Statement No. 22 showing the — the guaranteed railways for 1892	99	14
Statement showing the general — of the standard, metre, and special gauge lines during 1892	84	11
Retiring accommodation for females—		
Number of carriages fitted with —	55	12
Revenue earnings and expenditure—		
Details of — on the		
Bengal and North-Western railway system	108	19
Bengal Central railway	106	12
Bengal-Nágpur railway	101	6
Bhánagar-Gondal-Junágarh-Porbandar railway	113	29
Bombay, Baroda and Central India railway	106	14
Burma (state) railway system	111	23
Deoghur railway	112	24
Dibru-Sadiya railway	112	26
East Indian railway, including the Patna-Gya railway	101	5
Eastern Bengal (state) railway	105	11
Gaekwar's Mehsána railway	113	27
Gaekwar's Petlád railway	108	17
Great Indian Peninsula railway system	106	13
Hyderabad-Umarkot railway	104	9
Indian Midland railway system	102	7
Jodhpore-Bickaneer railway	113	28
Madras railway	107	15
Nizam's Guaranteed state railway system	107	16
North Western railway system	102	8
Oudh and Rohilkhand (state) railway	104	10
Rájpura-Bhátinda railway	108	18
Rajputana-Malwa railway	109	20
Rohilkund and Kumaon railway system	112	25
South Indian railway system	110	22
Southern Mahratta railway system	109	21
West of India Portuguese railway	113	30
Statement No. 17 showing the general results of working of the principal standard and metre gauge railways during 1892	90—93	15
Statement No. 23. Summary of the principal commodities carried and the receipts therefrom on the standard and metre gauge railways during 1891 and 1892	114	4

	Page.	Paragraph.
Revenue earnings and expenditure—concl'd.		
Statement No. 24 showing the mileage of railways open for traffic on the 31st December 1892 and the mean mileage worked during the year	115—117	...
Statement No. 25 showing the cost of the several open lines and the average cost per mile to the 31st December 1892	118—119	...
Statement No. 26 showing the passenger traffic on the standard and metre gauge railways during 1892	120—123	...
Statement No. 27 showing the goods traffic on the standard and metre gauge railways during 1892	124—127	...
Statement No. 28 showing the unit mileages of passengers and goods on the standard and metre gauge railways during 1892.	128—131	...
Statement No. 29 showing the gross earnings per train-mile and per mile per week, and the working expenses and net earnings per train-mile on the standard and metre gauge railways during 1892	132—135	...
Statement No. 30 showing the working expenses, in detail on the standard and metre gauge railways during 1892	136—139	...
Rohilkund and Kumaon railway (system)—		
Adoption of revised rates for the carriage of coal and railway material	140	2
Coaching fares	141	11
Completion of surveys of Sitapur and Bareilly grain siding	38	40
Revenue earnings and expenditure	112	25
Withdrawals of capital expenditure during each financial year from the commencement to the 31st March 1893	78	...
Works in progress of the extension to Sarota Phanta of the—	26	33
Rolling-stock—		
Adapted for military purposes	49	9
Committee of locomotive and carriage superintendents in India	56	15
Fittings for Lushai and Collis' Dandies	51	8
Lighting of railway carriages with gas on Pintsch's system	55	14
Particulars of automatic vacuum brakes fitted to — of certain railways	53	10
Particulars of couplings fitted to — of certain railways	54	11
Standard equipment of relief vans	...	13
Statement No. 5 showing the number and value of locomotives and vehicles on the standard and metre gauge railways, and the rolling-stock fitted with continuous and continuous automatic brakes	58—61	...
Statement No. 5-A. showing the number of carriages fitted with retiring accommodation for females	62	...
Statement No. 33 showing the average number of locomotives in use on the principal railways and the average work obtained from each during the year of 1892	174—175	...
Statement No. 39 showing the number of engines and vehicles used in conveying traffic and the number of miles travelled by trains on the standard and metre gauge railways during 1892	176—179	...
Rutlam-Bhurtpur-Muttra railway survey	32	14
Sambalpur-Khurda railway survey	31	9
Seeds and grain traffic—		
Total weight of — carried during 1891 and 1892	100	2
Serampore and Kurhurbaree collieries	41	1
Shoranur-Trichur railway survey	38	34
Sind-Pishin section, North Western (state) railway—		
Works in progress	16	6

	Page.	Paragraph.
Sind-Sagar section, North Western (state) railway—		
Works in progress	15	6
Singareni colliery	45	10
Singia-Madaripur railway survey	36	26
Sinking funds—		
Contribution to — during 1891-92 and 1892-93 for redemp- tion of capital	7	17
South Indian railway system—		
Accidents	187	14
Adoption of revised rates for the carriage of coal and of railway materials	140	2
Flood damages	183	11
Fuel consumption	153	17
Revenue earnings and expenditure	110	22
Works in progress	23	27
Southern Mahratta Railway Company—		
Transfer of the working of the Guntakal-Dharmavaram section to the —	3	7
Southern Mahratta railway system—		
Accidents	187	13
Birur-Shemoga railway survey	34	21
Capital withdrawals during each financial year from the com- mencement	79	...
Coaching fares	141	9
Flood damages	183	10
Fuel consumption	152	16
Goods rates	143	19
Mysore West Coast reconnaissances	34	21
Nanjangud-Gudalur railway survey	34	21
Revenue earnings and expenditure	109	21
Waddahpali-Chickballapur railway survey	34	21
Works in progress	22	25
Standard and metre gauge lines—		
Results of working shown separately	1	1
State lines leased to companies—		
Statement showing capital transactions of — to 31st December 1892, <i>See</i> "Capital" statement showing results to the state of working for 1891-92	9	...
State railways—		
Financial results of working the — by state agency including non-commercial sections and provincial lines for 1891 and 1892	86	16
Results to the State of working — for 1891-92	10-12	...
Statements showing capital transactions of — to 31st December 1892, <i>See</i> "Capital."		
Statistical statements—		
Special gauge railways excluded from certain —	1	1
Statistics—		
Statement No. 17 showing the — of working of the principal standard and metre gauge railways during 1892	90-93	...
Statement showing the revenue — grouped in eight classes of railways for 1891 and 1892	81	8
Table showing the general results of working and revenue — of the standard, metre, and special gauge lines during 1892 .	84	11

	Page.	Paragraph.
Stores—		
Cost of the establishments at ports	50	3
Expenditure in England	50	1
Expenditure in India	50	2
Losses of stores at sea	50	5
Ships employed	50	4
Value of imported stores held in reserve at Calcutta	51	6
Sultanpur-Bogra and Hili Bhowaniganj railways—		
Proposal for the construction	39	43
Surplus profits—		
Statement No. 20 showing the — up to the end of 1879 and half-yearly from 1880 earned by gauranteed railways to the 31st December 1892	97	...
Surveys—		
See "Lines under survey or projected."	...	...
Tabular statements—		
List of — contained in the Administration report	xi—xiii*	
Tapti Valley railway survey—		
Length and estimated cost	32	16
Tarkessur railway—		
Adoption of revised rates for the carriage of coal and railway material	140	2
Telanpali—		
Coal-field at—near the Eeb river—		
Tinnevelly-Quilon railway—	45	8
Lapse of the negotiations	34	20
Tirhoot section, Bengal and North-Western railway system—		
Works in progress	22	23
Tonnage of goods—		
Aggregate — moved and the earnings from goods traffic during 1891 and 1892	5	13
Statement No. 27 showing the — and the earnings from goods traffic on the standard and metre gauge railways during 1892	124—127	...
Tourists tickets—Special rates for combined rail and river—		
Burma (state) railway	141	10
Traffic results—		
Coaching traffic	80	4
Goods traffic	80	5
Train-miles—		
Statement No. 39 showing the — run on the standard and metre gauge railways during 1892	176—179	...
Statement showing the total — run on all railways during 1891 and 1892	88—89	...
Table showing the results per — during 1891 and 1892	81	8
Tramways—		
Total length of steam — working outside municipal limits	2	2
Tunnel—		
Completion of the Saranda — Bengal-Nágpur railway	3	6
Umaria-colliery—	43	7
Umballa-Patiala railway survey—	37	30
Unit mileages—		
Statement No. 28 showing the — of passengers and goods conveyed on the standard and metre gauge railways during 1892	128—131	...

* See after "Contents."

	Page.	Paragraph.
Vacuum brakes—		
Fitting of automatic — to the rolling-stock of standard gauge and metre gauge railways	53	10
Vans—		
Equipment of relief —	55	13
Villupuram-Dharmavaram section, South Indian railway—		
Works in progress	23	27
Volunteer corps—		
Statement No. 36 showing particulars regarding the — on the several railways on the 31st March 1893	169	4
Waddahalli-Chickballapur railway survey—		
Completion of —	34	21
Warora colliery	42	5
Wazirabad-Mooltan railway survey—		
Progress of work	29	2
West of India Portuguese railway—		
Revenue earnings and expenditure	113	30
Wheat—		
Quantities of — carried by the principal exporting railways during the last seven years, and the exports from Calcutta, Bombay, and Kurrachee ports during the last ten years, also the estimated outturn of — during each previous financial year	100	3
Working expenses—		
Explanatory remarks on —	80	6
Statement No. 29 showing the gross earnings, —, &c., on the standard and metre gauge railways during 1892	132—135	4
Statement No. 30 showing the — on the standard and metre gauge railways during 1892	136—139	4
Statement showing the gross earnings of the principal railways per mile per week and the percentage of — on gross earnings for 1891 and 1892	82	9
Statement showing the gross earnings and — on all railways for 1891 and 1892	88—89	...
Total — during 1891 and 1892 and the percentage on gross earnings under the several departmental heads for 1892	6	15
Works completed and in progress—		
Commencement of work, Assam-Bengal railway	3	6
Completion and opening of a section of the Bengal-Dooars, East Coast, Godhra-Rutlam, Hyderabad-Umarkot and Mu Valley railways	2	6
Completion and opening for traffic of the Kistna, Papaghni and Penner bridges.	3	6
Completion of the Saranda tunnel, Bengal-Nágpur railway	3	6
Conversion of the late Naíhati (4' 0" gauge) railway to the standard gauge	3	6
Doubling of line between Naíhati and Ránaghat on the Eastern Bengal (state) railway	3	6
Improvement of grades, North Western railway	3	6
Improvement of waterways, Bengal Central railway	3	6
Progress of work on the Bareilly-Rámpur-Moradabad, Cooch Bebar, Lucknow-Rae Bareli-Benares and Mu Valley railways, and on the Jherriah extension and Toposi colliery branch of the East Indian railway	2—3	6
Works in progress—		
Particulars regarding — on the —		
Assam-Bengal railway	24	28
Bareilly-Rámpur-Moradabad railway	16	10
Bengal and North-Western railway system	21	23
Bengal Central railway	17	12
Bengal-Dooars railway	27	34
Bengal-Nágpur railway	13	2
Bhávnagar-Gondal-Junágarh-Porbandar railway	28	39

	Page.	Paragraph.
Works in progress—concl'd.		
Bhopal-Itarsi railway	14	4
Bhopal-Ujjain railway	21	22
Bina-Guna railway	21	21
Bombay, Baroda and Central India railway	20	17
Burma (state) railway	25	31
Cooch Behar railway	28	41
Dharmavaram-Mysore Frontier railway	23	26
Dibru-Sadiya railway	27	35
East Coast railway	19	15
East Indian railway	13	1
Eastern Bengal (state) railway	16	11
Gaekwar's Mehsana railway	27	37
Godhra-Rutlam railway	14	5
Great Indian Peninsula railway system	19	16
Hyderabad-Umarkot railway	16	7
Indian Midland railway	13	3
Jetalsar-Rajkot railway	28	40
Jodhpore-Bikaner railway	27	38
Lucknow-Rae Bareilly-Benares railway	16	9
Madras railway	20	18
Mari-Attock railway	19	14
Máyavaram-Mutpet railway	24	29
Mushkaf-Bolan state railway	17	13
Mu Valley state railway	25	32
Mysore Frontier-Bangalore railway	23	26
Mysore Gold-fields railway	21	20
Nalgiri railway	27	36
Nizam's Guaranteed State railway	21	19
North Western (state) railway system	14	6
Oudh and Rohilkhand (state) railway	16	8
Palampur-Deesa railway	25	30
Rajputana-Malwa railway	22	24
Rohilkund and Kumaon railway system	26	33
South Indian railway	23	27
Southern Mahratta railway system	22	25



00134491

Digitized with financial assistance from

Government of Maharashtra

on 01 February, 2020

